

FIFTH

ANNUAL REPORT

OF THE

BRITISH COLUMBIA

BOARD OF TRADE

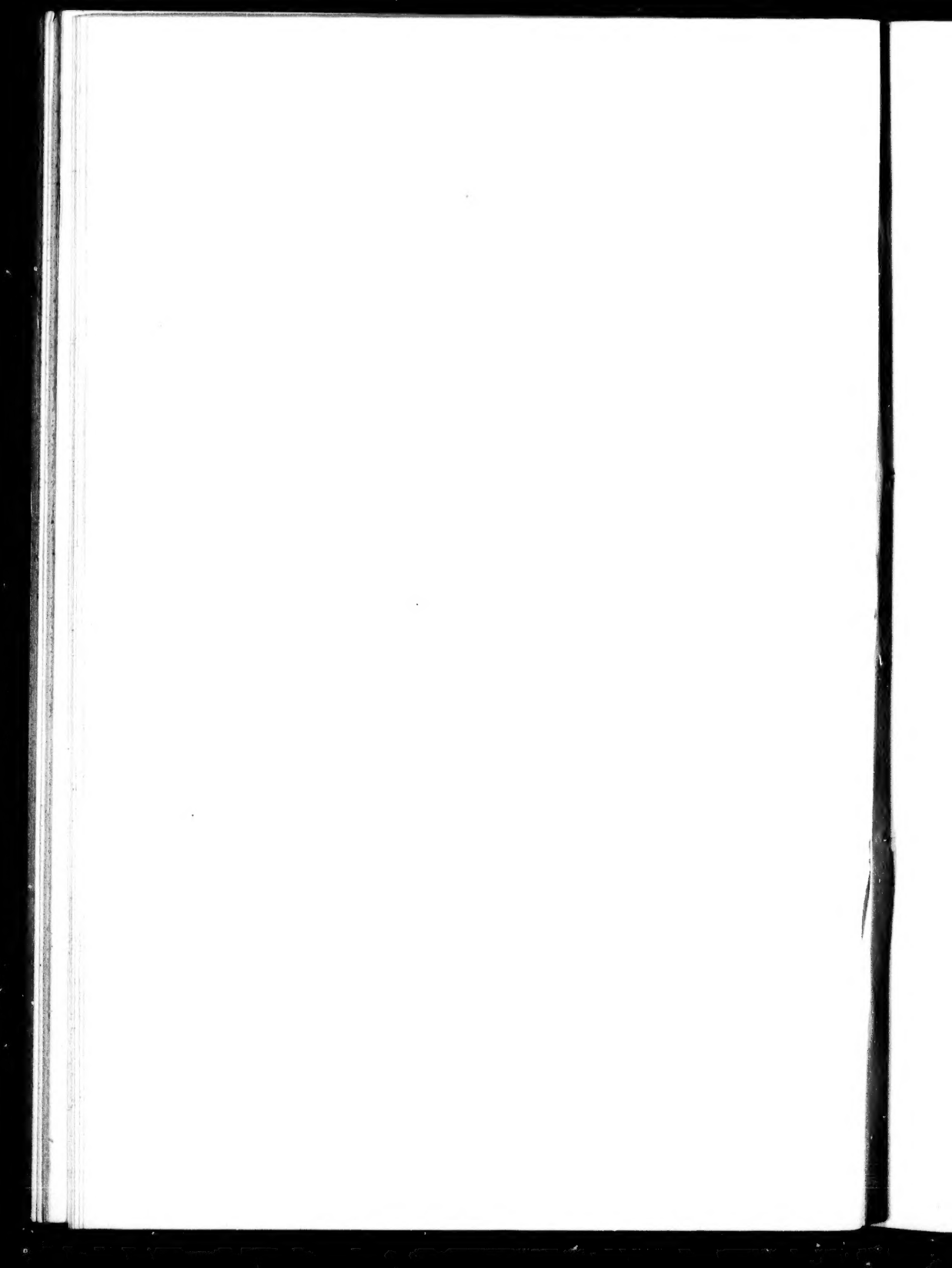
6TH JULY, 1883, TO 4TH JULY, 1884.

OFFICE: CORNER LANGLEY AND YATES STREETS,

VICTORIA, B. C.

INCORPORATED OCTOBER 28TH, 1878.

VICTORIA, B. C.:
MUNROE MILLER, STEAM BOOK AND JOB PRINTER, JOHNSON ST.
1884.



OFFICERS.

ROBERT PATERSON RITHET, Esq., J. P. - - - PRESIDENT
MATTHEW T. JOHNSTON, Esq. - - - VICE-PRESIDENT
EDGAR CROW BAKER, Esq., M. P. - - - SECRETARY

COUNCIL. (8)

ROBERT WARD, Esq.
THOMAS EARLE, Esq.
J. H. TURNER, Esq.
A. A. GREEN, Esq.
RODERICK FINLAYSON, Esq.
J. H. TODD, Esq.
S. J. PITTS, Esq.
E. C. NEUFELDER, Esq.

ARBITRATION BOARD. (12)

THOS. EARLE, Esq.
A. A. GREEN, Esq.
J. H. TURNER, Esq.
RODERICK FINLAYSON, Esq.
S. J. PITTS, Esq.
J. H. TODD, Esq.
ROBERT WARD, Esq.
E. C. NEUFELDER, Esq.
A. J. LANGLEY, Esq.
H. F. HEISTERMAN, Esq.
JOSHUA DAVIES, Esq.
JAMES FELL, Esq.

MEMBERS.

NAME.	OCCUPATION.	RESIDENCE.
Alexander, R. H.	Manager Saw Mill.	Hastings.
Baker, Edgar Crow, M.P.	Conveyancer and Notary,	Victoria.
Bales, James Chestney,	Public Accountant,	Victoria.
Barnard, F. S.	Transfer Co. and B. C. Express Co.	Victoria.
Bate, Mark,	Manager Vancouver Coal Co.	Nanaimo.
Bullen, W. F.	Accountant,	Victoria.
Burns, Robert,	Manager Bank B. N. A.	Victoria.
Charles, William,	Inspecting Chief Factor H. B. Co.	Victoria.
Clarke, Wm. Raymond,	Harbor Master, Port Warden,	Victoria.
Coughlan, John,	Brickmaker and Contractor,	Victoria.
Crosdaile, H. E.	Land Agent,	Victoria.
Drake, M. W. T., M.P.P.	Barrister-at-law.	Victoria.
Dunsmuir, Robt. M. P.P.	Proprietor Wellington Colliery,	Departure Bay.
Davies, Joshua,	Auctioneer and Com. Merchant,	Victoria.
Earle, Thomas,	Merchant,	Victoria.
Eberts, D. M.	Barrister-at-law,	Victoria.
English, M. M.	Salmon Canner,	New Westminster.
Fell, James,	Grocer,	Victoria.
Ferguson, J. B.	Bookseller and Stationer,	Victoria.
Finlayson, Roderick,	Lloyd's Agent,	Victoria.
Foster, F. W.	Merchant,	Clinton.
Grant, John, M.P.P.	Merchant,	Cassiar.
Green, Alex. Alfred,	Banker,	Victoria.
Gray, Alex. Blair,	Merchant,	Victoria.
Goodacre, Lawrence,	Butcher,	Victoria.
Heisterman, Henry F.	Fire Insurance and Land Agent,	Victoria.
Higgins, David W.	Editor "Daily Colonist,"	Victoria.
Hibben, T. N.	Stationer,	Victoria.
Harris, D. R.	Civil Engineer,	Victoria.

MEMBERS—Continued.

NAME.	OCCUPATION.	RESIDENCE.
Hayward, Charles.	Contractor and Builder,	Victoria.
Irving, John,	Manager C. P. N. Co.	Victoria.
Johnston, Matthew T.	Merchant,	Victoria.
Jackson, Robert E.	Barrister-at-Law,	Victoria.
Jeffree, W. J.	Clothier,	Victoria.
Jones, Hugh Lloyd.	Chemist and Druggist,	Victoria.
Jones, A. W.	Agent Canada Life Insurance Co.	Victoria.
Langley, Alfred J.	Chemist and Druggist,	Victoria.
Loewenberg, Leopold.	Real Estate Agent,	Victoria.
Leneveu, David,	Corn Factor,	Victoria.
Laidlaw, Jas. A.	Salmon Canner,	New Westminster.
Marvin, Edgar.	Merchant,	Victoria.
Marvin, Edward B.	Ship Chandler,	Victoria.
Mason, Henry S.	Barrister-at-Law,	Victoria.
Miller, Munroe,	Printer,	Victoria.
Monteith, William,	Merchant,	Victoria.
Morison, George,	Druggist,	Victoria.
Mara, J. A., M.P.P.	Merchant,	Kamloops.
Morton, Charles,	Bookseller and Stationer,	Victoria.
McQuade, Peter.	Ship Chandler,	Victoria.
McQuade, E. A.	Ship Chandler,	Victoria.
McAlister, John,	Master Shipwright,	Burrard Inlet.
Neufelder, E. C.	Grocer, U. S. Vice-Consul,	Victoria.
Nelson, Hugh,	Senator,	Victoria.
Nicholles, John,	Insurance Agent.	Victoria.
Ofner, A.	Grocer,	Victoria.
Onderdonk, Andrew.	Railway Contractor,	Yale.
Pitts, Sidney J.	Merchant,	Victoria.
Pooley, Chas. E., M.P.P.	Barrister-at-Law,	Victoria.
Pollard, William.	Barrister-at-Law,	Victoria.
Prior, Edward G.	Merchant,	Victoria.
Rithet, Robert P.	Merchant,	Victoria.
Redfern, Charles E.	Watchmaker, &c.	Victoria.
Reid, James, M.P.	Merchant,	Quesnelle.

MEMBERS *Continued.*

NAME.	OCCUPATION.	RESIDENCE.
Spratt, Joseph,	Iron Founder,	Victoria.
Strouse, Carl,	Merchant,	Victoria.
Saunders, Henry,	Grocer,	Victoria.
Sayward, William P.	Lumber Merchant,	Victoria.
Shotbolt, Thomas,	Chemist and Druggist,	Victoria.
Smith, Andrew J.	Contractor and Builder,	Victoria.
Short, Henry.	Gunsmith,	Victoria.
Shears, Walter,	Draper,	Victoria.
Stelly, George,	Contractor,	Victoria.
Shakespeare, Noah, M. P.	Agt. Confederation Life Ins. Co.	Victoria.
Sears, Joseph,	Painter, &c.	Victoria.
Springer, Benj.	Manager Saw Mill,	Moodyville.
Tye, Thomas H.	Merchant,	Victoria.
Todd, Jacob H.	Merchant.	Victoria.
Turner, John H.	Merchant,	Victoria.
Van Volkenburgh, Benj.	Butcher,	Victoria.
Vowell, A. W.	Gold Commissioner,	Cassiar.
Williams, Robert T.	Book-binder,	Victoria.
Ward, William C.	Banker,	Victoria.
Ward, Robert,	Merchant,	Victoria.
Wilson, William,	Clothier,	Victoria.
Weiler, John,	Furniture Dealer,	Victoria.
Warren, James D.	Steamboat Owner,	Victoria.
Wright, G. B.	Merchant,	Kamloops.
Wood, W. F.	Commission Merchant,	Victoria.

FIFTH ANNUAL REPORT
OF THE
BRITISH COLUMBIA BOARD OF TRADE.

6th JULY, 1883, TO 4th JULY 1884.

VICTORIA, B. C. 4th July, 1884.

To the Members of the B. C. Board of Trade :

GENTLEMEN,—Your Committee, consisting as usual of the President, Vice-President and Secretary, appointed by Council to draft a report of the business transacted, and matters affecting Trade and Commerce, that have come within the notice of the Board during the past twelve months, beg to submit for the information of the Members assembled in Annual Convention the following digest of things effected, and a synoptical sketch of matters undertaken by Council, as in their opinion affecting our commercial interests and as contemplating an increase of Trade.

MEMBERSHIP.

At the commencement of our fiscal year we had a membership of 83, though very soon afterwards (6th July '83) *two* members were struck off the roll of the Board, under clause (b), section VIII., and clause 1, section XI. of the By-Laws, and have since left the Province, thus reducing our number to 81; on the 6th July, 1883, *three* were added, and brought the number up to 84; viz :

F. S. Barnard.....	Manager 'Transfer Co'y	Victoria.
William Spring.....	Trader and Ship Owner	Barclay Sound.
John Nicholles.....	Insurance Agent.....	Victoria.

Again, on 5th October the following gentlemen were elected members, and brought the strength to 86; viz :

G. B. Wright.....	Contractor	Kamloops.
Munroe Miller.....	Printer.....	Victoria.

On the 4th of January, 1884, it was further augmented by the election to membership of the following :

W. F. Bullen.....	Accountant.....	Victoria.
H. E. Croasdaile.....	Land Agent.....	Victoria.

Which raised the number to its greatest strength, 88. This was reduced by *two* deaths, and *four* resignations during the year, which made the number 82. On the 9th of April, 1884, the following gentleman was elected

D. M. Eberts.....	Barrister-at-Law.....	Victoria.
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So that notwithstanding *two* removals, *two* deaths, and *four* resignations, the Board has by its eight additional members maintained its numerical strength of 83, and doubtless with the natural increase of mercantile population incident to the prosecution of Public Works during the ensuing year, we may reasonably prognosticate a steady and healthy addition to our roll.

MEETINGS.

During the past year there have been five general meetings of members and eight meetings of the Council. The former were held on the 6th July, 1883; 5th October, 1883; 4th January, 1884; 2nd April, 1884; and 9th April, 1884; in keeping with the "Acts of Incorporation" and "Revised By-Laws." The latter were held on the 31st July, 1883; 3rd August, 1883; 3rd October, 1883; 6th December, 1883; 21st March, 1884; 30th May, 1884; and July 11th, 1884. Pre-

cisely the same number in the aggregate as last year, and making an average "gathering together" of once a month, thereby clearly exhibiting two facts: 1st, that there must have been work and necessity for such meetings; 2nd, that there was a sufficiency of zeal evinced to allow the same to be prosecuted.

DEATHS.

It is the mournful duty of your Committee to chronicle the demise of two of the members of the Board during the past year, viz: James Douglas, Esq. (only son of the late Sir James Douglas, K. C. B., First Governor of the Colony of Vancouver Island), who, although precluded from an active participation in mercantile pursuits, was always ready and willing to assist by his contributions to the financial status of an institution so much calculated to further the interests of trade and our commercial relations; and Captain William Spring the unobtrusive though enterprising and successful trader on our West Coast, who leaves behind him substantial evidence of the merchantable value of our resources in the articles of fish, oils, and fur seals, and by which employment has been given to many sailors, hunters and Indians.

WITHDRAWALS.

On the 6th July, 1883, Messrs. Arthur Keast and John Quagliotti, being in arrears of dues, having failed to meet business obligations, and left the country, their names were, by resolution of the Board, removed from the list of members.

Mr. Alfred Fellows, having retired from business in this city and gone to England desired his name to be withdrawn from the roll of members.

Mr. J. B. Mayereau under date 30th September, '83, also desired his name to be removed from the list, he having retired from the business of Cassamayou & Co.

Mr. Joseph Heywood, under date 2d June, requested his name to be taken from the list of the Board he having also retired from business.

Mr. Henry Young, under date 23rd June, tendered his resignation as a member of the Board owing to inability to attend meetings.

Total, six, as against eight added.

VACANCIES.

Again we have to record the pleasing fact that no vacancies have occurred among the Officers, Council, or Arbitration Board during the past year; a slight glance at the Records of the Board will show that the attendance by members of the Council at its stated meetings has generally been from 75 to 85 per cent. of its entire strength, a reality which is as pleasurable for us to state as it must be gratifying to all who take an interest in affairs either directly or indirectly affecting the Trade of our Province, and should be the best guarantee that "matters mercantile" not only *have* received, and are *still* receiving the unflagging energy and zealous care of those to whom you have entrusted the executive control, but that the usefulness and true activity of our functions may be more widely felt by larger attendances by members.

PRINTED COMMUNICATIONS.

We have again to return our grateful acknowledgments to various mercantile institutions and persons for the receipt of the following books, pamphlets, and printed matter during the past year:

1. Circular *re* Oriental International Exposition, Toronto.
2. Railways *versus* Watercourses, Shelyn, Quebec.
3. Ninth Report London Samaritan Society, London.
4. Ninth Report Oregon Board of Trade, Portland.
5. Reports of Harbor Commissioners, Quebec.
6. Act for Equitable Distribution of Insolvent Estates, Beatty.
7. Act for Distribution of Assets, Insolvent Debtors, Curran.
8. Report of Inspector of Fisheries, British Columbia, Anderson.
9. The Spectator Weekly Insurance Review, New York.
10. Canadian Mining Review, Ottawa.
11. Annual Returns, Bureau of Industries, Ontario.
12. Report of Sir A. Campbell in British Columbia, Ottawa.
13. Annual Report Commerce of Montreal, Patterson.

- 14 Canadian Patent Office Record, Ottawa.
- 15 Canadian Pacific Railway Speeches, Ottawa.
- 16 Annual Statement, Sir Charles Tupper, 1884, Ottawa.
- 17 Amended Patent Act, May 1883, Ottawa.
- 18 Rules and Regulations, Canadian Patents, Ottawa.
- 19 Dr. G. M. Dawson's Evidence *re* British Columbia, Ottawa.
- 20 Public Accounts, British Columbia, 1883, Victoria.
- 21 Public Schools Report, British Columbia, 1883, Victoria.
- 22 Report on Insane Asylum, British Columbia, 1883, New West'r.
- 23 Map showing Railways of Canada, Ottawa.
- 24 Map showing part of Assiniboia, Ottawa.
- 25 Map showing Assiniboia and Alberta, Ottawa.
- 26 Liquor License Act, amended, 1884, Ottawa.
- 27 Papers relating to Reciprocal Trade Agreements between the
Government of Brazil, the different Governments of the
West Indian Islands, whether British or Foreign, and
Mexico on the one side, and the Dominion of Canada on the
other, Ottawa.
- 28 Circular and Map *re* Air Line, Montreal to Louisburg, Ottawa.
- 29 Return *re* Graving Dock Reimbursements, Ottawa.
- 30 Return *re* Loss of Dominion Steamer "Princess Louise" and
Evidence taken at Enquiry by Captain Scott, Ottawa.
- 31 Claims of Quebec against Canada, Ottawa.
- 32 Statements in *re* "Sea Fisheries Bounty," Ottawa.
- 33 Rules and Regulations, Civil Service of Canada, Ottawa.
- 34 Position of the Province of Quebec, 1884, Chapleau.
- 35 The Canadian North-West, Plumb.
- 36 Canadian North-West, Climate, Productions, Ottawa.
- 37 do Personal Experience of Farmers, Ottawa.
- 38 Contagious diseases of Cattle, Duncan.
- 39 State Directed Immigration, Boyd.
- 40 Annual Reports, Harbor Commissioners, Montreal.
- 41 Report, Weights and Measures, 1883, Ottawa.
- 42 Report, Life Insurance in Canada, Ottawa.
- 43 Report, Fisheries of Canada, 1883, Ottawa.
- 44 Report, Canal Statistics, Season of Navigation, Ottawa.
- 45 Report, Navigation of the Hudson Bay, Ottawa.
- 46 Report, Canadian Archives (Brymner), Ottawa.
- 47 Report Postmaster-General, 1883, Ottawa.
- 48 Report, Public Accounts, 1883, Ottawa.
- 49 Report, Auditor General, 1883, Ottawa.
- 50 Report, Minister of Interior, 1883, Ottawa.
- 51 Report, Minister of Inland Revenue, 1883, Ottawa.
- 52 Report, Militia and Defence, 1883, Ottawa.

- 53 Report, Marine and Fisheries, 1883, Ottawa.
- 54 Report, Trade and Navigation, 1883, Ottawa.
- 55 Report, Shareholders in Chartered Banks, 1883, Ottawa.
- 56 Report, Fire and Inland Marine Insurance Co'ys. 1883, Ottawa.
- 57 Report, Commisioner of N. W. Mounted Police, 1883, Ottawa.
- 58 Report, Manufacture of Cheese and Butter, 1883, Ottawa.
- 59 Report, Railway Statistics, 1883, Ottawa.
- 60 Report, Secretary of State, 1883, Ottawa.
- 61 Report, Supt. General of Indian Affairs, 1883, Ottawa.
- 62 Report, Penitentiaries in Canada, 1883, Ottawa.
- 63 Report, Superintendent of Insurance, 1883, Ottawa.
- 64 Report, Immigration and Colonization, 1883, Ottawa.
- 65 Report, Abstracts, Mortuary Statistics, 1883, Ottawa.
- 66 Report, Minister of Public Works, 1883, Ottawa.
- 67 Report, Minister of Agriculture, 1883, Ottawa.
- 68 Report, Census of Canada, Vol. III., 1883, Ottawa.
- 69 Report, Estimates of Canada, 1884-1885, Ottawa.
- 70 Report, Minister of Railways and Canals, 1883, Ottawa.
- 71 Report, Commissioners on Revised Statutes, 1883, Ottawa.
- 72 Report, Employes of the Civil Service, 1883, Ottawa.
- 73 Report, Canadian Pacific Railway, 1884, Ottawa.
- 74 Report, Liquors sold, County of Halton, 1884, Ottawa.
- 75 Report, Adulteration of Food, 1884, Ottawa.
- 76 Report, Tennant Farmers' Delegates, 1884, Ottawa.
- 77 Report, Dominion of Canada Guide Book, 1882, Ottawa.
- 78 Report, Dominion Pamphlet on British Columbia, 1884, Ottawa.
- 79 Report, Geology of the Bow and Belly River Districts, Dawson.
- 80 Report, Cambro-Silurian Rocks of Canada, Foord.
- 81 Report, Cretaceous Rocks of Vancouver, Whiteaves.
- 82 Report, Coal bearing Rocks, Queen Charlotte Islands, Whiteaves.
- 83 Report, Canadian Plants, Macoun.

OTHER BOARDS OF TRADE.

With the exception of the report from the "Board of Trade," of Portland, (Oregon) we are without any advices as to how commercial institutions are progressing in the other cities of the Dominion, and were it not for the reports of the Harbor Commissioners of Montreal and Quebec, we should be in a blissful state of ignorance of anything pertaining to the welfare of our sister Provinces: Halifax, Nova Scotia, St. John, New Brunswick and Prince Edward Island, we almost des-

pair of ever hearing from again, but San Francisco, Quebec and Montreal generally remember us in their annual distribution, and up to the present we have regularly mailed them our reports.

DOMINION BOARD OF TRADE.

No correspondence has transpired between this Board and that of the Dominion since last report, nothing has been received from them in the shape of a report, and your Council has not considered it necessary to take any step in regard to affiliation with the said Board, although it still appears to us advisable that, (inasmuch as our numerical strength is waxing, although slowly, year by year), something definite should be agreed upon in order to dispose of this long delayed question.

BRITISH AND COLONIAL UNION.

Nothing has been heard from H. C. Beeton, Esq., our representative at the deliberations of this institution since last mention of the subject, and the circular letter of May, 1883, by A. C. Shelley, Esq., Hon. Secretary of the Association, is the last communication from them. In that circular bitter disappointment is expressed that a keener interest had not been awakened in the objects of the Union than had been aroused in the Parliamentary quarters of Westminster, complains that the financial, political, and general support hitherto accorded by the mercantile classes to the Union, has been lukewarm, disappointing and feeble in the extreme, and, as usual, winds up with the very trite, but oft-repeated statement that its objects cannot be further prosecuted unless funds are available. The matter engaged the attention of members in annual meeting and it was resolved that we continue membership for twelve months longer in order to see the result, that our subscription of £1 be remitted, and that they be informed as to the arrangement originally made, and intention of this Board to contribute its

quota of expenses incurred and for the purposes of "winding up." Since then we are without fresh advices.

CORK EXHIBITION.

This matter engaged the attention of Council for a brief period, but owing to our remoteness from the scene of exhibit, it was considered that as far as British Columbia was concerned the matter had been sufficiently attended to by the distribution of their circulars in keeping with the wishes of the "Cork Exhibition Committee."

KOOTENAY RAILWAY BILL.

This matter engaged the attention of the Board last year, as will be seen by reference to pages 18 and 19, 28 to 44 (Act passed 12th May, 1883) of the 4th Annual Report of the Board. Since then it has again been brought before Council by letter dated 31st July, 1883, from G. B. Wright, Esq., a member of this Board, who therein pressed for a deputation to wait upon Sir Alexander Campbell last August, during the visit of the Minister of Justice to this Province, in reference to the amendment and allowance by the Dominion Government of said measure as very materially affecting the Trade of the Province. Accordingly an interview was sought and obtained with Sir Alexander on the 3rd of August, when a deputation consisting of 10 out of 11 of the Council were present to discuss the matter, each having been furnished previously with copy of the Act and all printed matter bearing upon the subject. "Council expressed the opinion that it was to the advantage of British Columbia that said Railway Scheme should be assisted in every possible way, *provided* such safeguards be inserted as would prevent the products of the Mines being diverted in the direction of American lines, and the introduction of a Clause making it obligatory on the part of the promoters or company to send said products and freights generally through the Province, so as to connect *only* with the "Canadian Pacific Railway," at

or near Eagle Pass, and also prohibiting the company from going within a specified distance of the 49th parallel of Latitude." Sir Alexander Campbell expressed pleasure at the views of the Board being in accord with his own, and stated that he had already been interviewed by Messrs. Ainsworth and Blasdell at San Francisco, and by Mr. G. B. Wright at Victoria, that he (Sir Alexander) had suggested to said gentlemen the advisability of inserting a clause in the Bill by which they would not be allowed to go nearer than twenty miles of the "boundary line," in the shipment of their ores, that the suggestion was satisfactory to the promoters, and that the prosecution of the work need not be delayed at all for legislation, in fact that they might proceed with their expenditures with the certainty of the Bill being allowed at Ottawa. On the 18th February, 1884, the Provincial Legislature (*Vide* 47 Vic., Chap. 24) amended the Act of 1883, with the consent of the promoters by adding the following provisions :

1st. "Nothing in the 'Columbia and Kootenay Railway and Transportation Company Act, 1883,' contained, shall authorize the Company to establish a line of steamships between the Province of British Columbia and any British or Foreign country.

2nd. "Section seventeen of the said Act is hereby amended by striking out the word 'Fifteen' therein contained, and substituting in place thereof the word 'twenty-one.'

3rd. "This Act shall be read and construed with the Act hereby amended and as part thereof."

On the 13th of March, 1884, the Company received a telegram from Ottawa, informing them that the Dominion Government had allowed the Act as amended; and at the present time there are two corps of engineers (numbering some 35 or 40 men) busily employed locating the line of railway, along the lake and surveying the company's lands in the neighborhood of Kamloops Lake. The Company are sanguine of

finishing the Eagle Pass Wagon Road *this* year, and of proceeding with the "grading" of the railroad *next* year; the actual "laying of the track" being mainly dependent upon the energy displayed by the C. P. R. Co., in completing the railway through Eagle Pass; a code of By-Laws has been adopted by the Company, and duly registered.

VISIT OF SIR ALEXANDER CAMPBELL.

In addition to the subject just dealt with, the following matters were pressed upon the Minister of Justice at the interview already referred to :

1. Increased Subsidy for Daily Mail *via* Puget Sound.
2. Increased Weight of parcel packages from two lbs. three ozs. to five pounds.
3. Separation of the offices of P. O. Inspector and City Postmaster.
4. Necessity for appointing a City Postmaster at Victoria.
5. Prosecution and completion of Fish Hatchery, Fraser River.
6. Laying of Second Cable, Vancouver Island to Point Angelos.
7. Establishment of Quarantine Station at Albert Head.
8. Erection of hospital thereat as per appropriation.
9. The further encouragement of Immigration.
10. Construction and completion of Snag Boat as per estimates.
11. Throwing open Railway Lands to Settlement.
12. Immediate Construction Island Railway branch of Canadian Pacific Railway.
13. Completion of Graving Dock as a Dominion work.
14. Provisions for Distribution of Estates of Insolvents.
15. Annual and sufficient Vote for Continuous Dredging.
16. Removal of Dredger Rock from Victoria Harbor.
17. Annual Presence of a Cabinet Minister in B. C.

18. That monies voted by the Dominion Parliament, each and every year, for Public Works, etc., in British Columbia, should be expended each year instead of lapsing, viz:

<i>a.</i> Establishment of Fish Hatchery, Fraser River.....	\$ 4,000.
<i>b.</i> Establishment of Quarantine Hospital.....	7,500.
<i>c.</i> Second Cable across the Straits of Fuca.....	18,500.
<i>d.</i> Preliminary Survey of Dredger Rock.....	3,000.
<i>e.</i> Dredging of Victoria Harbor.....	15,000.
<i>f.</i> Construction of Steam Barge for Snags.....	15,000.
<i>g.</i> Improvement of Cottonwood Canyon, Fraser River.	10,000.

APPROPRIATIONS.

Sir Alexander explained that inasmuch as appropriations only date from 1st July in each year, we must not be impatient about the expenditure being carried into effect, and that he had no doubt but that the sums voted would be expended in due course.

ISLAND RAILWAY.

Sir Alexander said that the Dominion Government would secure the construction of the Railway from Esquimalt to Nanaimo that the alterations suggested last year had been introduced into the agreement between the contracting parties, and that said agreement had been taken to Nanaimo by Mr. Trutch for the signature of Dunsmuir & Co. He saw no reason why the work should not be commenced almost immediately, notwithstanding the fact that it formed part of the Settlement with the Province, and would require ratification by the Dominion Parliament, a confirmation which he and his colleagues would support after its adoption by the Legislature of the Province, at an early date.

DRY DOCK.

On this subject he said some misunderstanding had arisen between the two Governments as to the actual amount of expenditure to a certain date, but that instructions were daily

expected from Ottawa, to take it over from the Province, complete it as a Dominion Work, and re-imburse the local Government the actual expenditure to the date of said transfer.

RAILWAY LANDS.

As to the throwing open of the railway lands to settlement, he said some delay had arisen from the fact that the Dominion Government were not altogether aware of the extent of surveyed and unsurveyed land respectively, that doubt still existed as to the actual extent and area of either, as belonging to the Dominion, but that steps were now being taken to ascertain these facts of primary importance, so as to place them in shape for sale to *actual settlers*, at a dollar an acre, and that a Dominion Land Office would be opened forthwith for the administration and sale of said lands so that all persons desirous of doing so, might acquire them.

QUARANTINE MATTERS.

Sir Alexander stated that the amount placed upon the estimates (\$7,500) for a Quarantine Hospital would be expended for that purpose so soon as the site was selected, but that he was not prepared to say that the station would be at Albert Head as recommended by the Members, and by the Dominion Government Agent, as it would enhance the charges of maintainance, owing to its remoteness from medical aid and supplies; he deprecated the boarding of daily Sound steamers by Quarantine Officers, but approved of the examination of all vessels from ocean voyages.

POSTAL MATTERS.

He expressed himself in favor of separation of the offices of Inspector and City Post Master, and gave assurances that the matter should be duly considered, as he was clearly of opinion that the Capital of the Province, being the distribut-

ing point of mail matter, should have a Post Master distinct altogether from the more general duties of Inspector. Upon the subject of "parcel post," Sir Alexander explained that there is a treaty with the United States, which limits the weight of parcels passing through the mails from Canada over American lines to 2 lbs., 3 ozs.; and that the weight cannot be increased without a fresh arrangement, but that when the Canadian Pacific Railway is completed, then the maximum weight will be 5 lbs., as in other parts of Canada.

FISH HATCHERY.

Sir Alexander was of opinion that fish hatcheries were of questionable utility—that it was still a debatable point in the East whether the quantity of the fish was increased or not, by this artificial method—it remained to be seen whether the one now stationed at the Fraser River would prove a success or not. The theory was advanced by a member of the Board "that the cause of the partial failure (as alleged) of hatcheries in the Eastern streams, was the absence of foliage along the river banks." Many other matters of greater or less importance, as herein previously enumerated, were pressed upon the notice of the Minister, in the time placed at our disposal, and to which the replies were very non-committal.

CUSTOMS RE CERTIFIED INVOICES.

This matter engaged the attention of the Board in December last in consequence of Customs Memo. No. 147, dated Ottawa, 23rd October, 1883, addressed by J. Johnson Esq., Commissioner of Customs, to the Collector of Customs at Victoria, and in effect as follows:—

SECTION 81, CUSTOMS ACT 1883.

"Except only in cases where it is otherwise provided herein, or by regulation of the Governor in Council, no entry shall be deemed perfect unless a sufficient invoice of the goods to be entered, *duly certified in writing thereon as correct*, by the

person, firm or corporation *from whom* the said goods were purchased, has been produced to the collector, and duly attested as required by this Act."

Your attention is called to the above section, which appears to have been entirely overlooked by many Collectors. It is highly important that it should be faithfully operated, and you are now instructed to insist upon the certificate being placed upon all invoices presented for entry; but to avoid all apparent cause of complaint, you may allow uncertified invoices, in cases in which you are convinced that the omission is owing to ignorance of the law, until the 1st of January next, and notify importers as extensively as possible that you will receive none such thereafter.

The words *certified correct*, followed by the signature, will sufficiently meet the case.

J. JOHNSON,
Commissioner of Customs.

The matter was argued *pro* and *con* at a meeting specially convened for the purpose, and generally conceded to be in the true interests of trade and commerce, and a protection to the honest merchant that said circular should be enforced, but in order to give sufficient notice to correspondents and shippers in England and elsewhere to comply with said regulation and avoid detention of goods at the Custom House it was resolved as follows:—

"That a committee consisting of the President and Secretary wait upon Collector Hamley and arrange with him to send a telegram, at the Board's expense, praying the Minister of Customs to give the Collector discretionary power in the matter of 'Certified Invoices' until 1st April; and giving said committee authority to take such further steps as to them may appear necessary in furtherance of the spirit of this resolution."

The same was carried into effect—discretionary power was granted.

ARBITRATIONS.

Only two have been submitted to the Board of Arbitrators during the past twelve months:—

1. H. F. Heisterman & Co., vs. F. S. Barnard, for commission on sale of real estate; amount of claim, \$150 00 (being 5 per cent. on \$3000 00); amount of award \$75, and \$14 costs to be paid by defendant. Arbitrators:—Messrs. Green, Drake, and Todd.

2. R. C. Janion, vs. G. C. S. Stoesen, master of the Norwegian barge "Jorsalfarer" for goods damaged and missing; amount of claim, \$135 33; the amount of award \$94 61; proportion of legal costs, \$2 50; arbitration expenses, \$12 00 to be borne equally. Arbitrators.—Messrs. Johnston, Ward, and Earle.

SANDWICH ISLANDS TREATY.

This matter has again engaged the attention of Council—a letter from Hon. W. Smythe, M. P. P., Premier of British Columbia, dated 21 September, 1883, enclosing one from C. E. Anderson Esq., Consul-General of the Hawaiian Islands for the Dominion of Canada, dated 13th August, was considered in reference to the future of a trade between said Kingdom and Canada, similar to the one at present existing between the United States and Sandwich Islands, more particularly as being especially beneficial to British Columbia in the furtherance of its trade and commercial relations; the Provincial Government requesting a report from the Board upon the subject, but which resulted in the passage of the following resolution:—

"The Board considers it would be of great advantage to secure such a treaty, but that inasmuch as a treaty has existed for some years between the Kingdom of Hawaii and the United States, that said treaty had a clause in it which precludes the possibility of other countries effecting a treaty of any kind, so long as said treaty with the United States exists, and that the same will not expire for some time to come, it would be futile to enter into detail and undergo the labor of compiling statistics, and an exhaustive report until

assured that there is a probability, in the near future, of such a treaty being entertained by Canada as practicable."

MAINTENANCE OF NAVAL STATION AT ESQUIMALT.

Formed one of the primary objects of the deliberations of Council at a meeting in October last, and has been dealt with in a fitful manner several times since—discussions ensued as to the best method of securing the continued presence of one or more of H. M. ships at Esquimalt, and also as to the desirability of taking some action in regard to the establishment of an Admiralty house—a resolution was passed to the effect "that a letter be forwarded to Rear Admiral Algernon McC. Lyons, R. N., Commander-in-Chief of the Pacific Station, previous to his departure from Esquimalt expressing the gratification which this Board, and (in the opinion of the Board) the public generally have experienced from the presence of H. M. Fleet at Esquimalt Harbor during the present summer (1883) and that he be respectfully and earnestly solicited to use his influence with the Lords Commissioners of the Admiralty with a view to securing the continuous presence of one or more of H. M. Ships at the naval station of Esquimalt;" a further resolution appointed a committee consisting of Messrs. Rithet, Baker, and Ward to draft an address to the Admiral in keeping with previous resolution, within the meaning and intent of the same, and giving cogent reasons for the action of the Board in said connection; the Provincial Government, and Mayor and Council were also communicated with setting forth the expediency of erecting a suitable residence for the Admiral of the Pacific Station; said action was endorsed in general meeting on 5th October, copy of address to Admiral, letters sent and received upon the subject will be read if desired, and will be printed among the Appendices to this report. The subject of obtaining the necessary funds for the purchase of some five acres of land and the erection thereon of a suitable residence for the Admiral in view of desired object already expressed was last discussed in May, when it appeared

to those present unadvisable to attempt to seek the assistance of citizens, City Council, or Provincial Government until some well digested scheme in this connection was forthcoming to lay before the people, further consideration therefore was deferred until annual meeting.

MAIL COMMUNICATION TO CASSIAR.

This subject was brought to the notice of the Board by John Grant, Esq., M. P. P. for said district, who strongly advocated some action being at once taken by the Board in regard to the establishment of mail communication between Victoria and Cassiar, giving the following facts and figures in support of a resolution which he proposed to offer in that regard:—The four principal products of the North-west coast being salmon, fish oil, furs, and gold; in 1883 said products were:—75,400 cases of salmon, value \$377,000; 500 barrels of salmon, value \$35,000; 100,000 gallons of fish oil (35,000 of which is refined), value \$50,000; furs \$100,000; gold \$130,000, making a total yield of \$692,000; taking into consideration the comparative relations of imports for the Province, and the duty paid thereon, this section of the Province would therefore be a contributor to the Dominion revenue of at least \$150,000 (duties on necessary imports to raise \$692,000 of exports) deduct drawback on tin, etc., say \$25,000 gives a net revenue of \$125,000. During a period of five months and six days, viz.: from 1st July to 6th December 1883, twelve different vessels cleared *for* and entered *from* the N. W. coast being well laden each voyage; said vessels make 26 trips in that time, and consisted of six steamers, five schooners and one sloop; the salmon pack in five years on that coast being:—in 1879, cases 9,727 in number; in 1880, cases 19,406 in number; in 1881, cases 33,600 in number; in 1872 cases 53,100 in number; and in 1883 (as mentioned before) cases 75,400 in number; besides 5,000 barrels of salted.

“RESOLUTION.—It was therefore moved by Mr. Grant and seconded by Mr. Johnston that:—Whereas the District of

Cassiar, and the North-west coast generally is entirely without a mail service, to the serious detriment and inconvenience of some 600 people, residing and doing business in those particular parts of our Province ; and whereas they contribute largely to the revenues of both Dominion and Provincial Governments; and whereas a mail service would very materially assist in the increase of trade, be it therefore resolved that in the opinion of this Board it is highly desirable that a semi-monthly mail be established between Victoria and that portion of the District of Cassiar to the south of Portland Canal, including all settlements along the coast, north of Comox, during the summer months, and monthly mails between the afore-mentioned places during the winter season ; and further, a montaly mail between that portion of Cassiar approached *via* the Stickeen River during the summer months, and one mail at least during the winter season. That a copy of this resolution be forwarded to the Dominion Government, and copies also to each of our Representatives in the House of Commons at Ottawa, with a request that they will be kind enough to urge strongly upon the Dominion Government the importance of taking immediate action in the matter." The result of this action has been the "calling for tenders" in May last for the service advocated, and though up to the present moment no contract has been awarded, there is still reasonable hope of ultimate success.

TRANSPORTATION OF PRISONERS FROM CASSIAR.

Is another matter of some importance that has engaged the deliberations of Council during the past year. Mr. Vowell, G. C. & S. M., of Cassiar brought to the notice of the Board the fact that in sending prisoners down from Cassiar to Victoria, great risks, difficulties and delays were experienced in being compelled to send them through American waters and territory without any distinct and protective understanding with the United States Government in regard to them. "It was therefore resolved that a letter be addressed by the Sec-

retary of the Board to the Honorable the Minister of Justice, at Ottawa, expressive of the difficulties experienced as here-inbefore mentioned, by way of Stickeen River, and that he be respectfully urged to take such steps with the United States Government in this connection as will obviate said disabilities." An acknowledgement dated 21st January, 1884, has been received from the Deputy Minister, but no definite understanding has, as yet, been arrived at.

INSOLVENCY.

Action has been again taken in this regard, not only by *this* Board, but by those of the Dominion, Montreal, Hamilton and Toronto, to induce the Parliament of Canada to enact a law so much desired by those largely interested in business transactions, where credit is ordinarily given, so that justice may be accorded alike to creditors and debtors, and a means provided for the equitable distribution of the assets of debtors after they have become insolvent, and unable to pay their debts in full; and for the restraint of unjust preferences, which, under the laws of various Provinces, are so frequently obtained, to the prejudices of others, whose rights are thereby sacrificed; it being urged by the Toronto Board that the means provided for distribution in such cases should apply to *all* the Provinces of the Dominion, and that the experience of the past four years has forcibly established the necessity for providing an efficient remedy, in order to prevent a continuation of the avoidable losses which have been sustained by creditors in the absence of such a law. Two measures, with said object in view, were introduced at the last session of Parliament, but were not successful in their passage.

DOMINION LIQUOR LICENCES.

The Act passed in 1883, and amended in 1884, was discussed in March last, when it was resolved: "That in the opinion of this Board, it is desirable that the Dominion

Liquor Law should not be put in force in this Province until a final decision in the test cases now pending has been given as to the constitutionality of the Act, and that the Members of Parliament be requested (by wire) by this Board to make representation to this effect, to the proper quarter at Ottawa; further that the foregoing be telegraphed to Mr. Baker, M. P., and that he be asked to convey the same to, and seek the co-operation of other Members and Senators from British Columbia." Said telegram was received and acted upon, but notwithstanding, numerous amendments have been passed to the Act, and among them *one* whereby the Governor General in Council can appoint *all three* Commissioners under the Act in each of the five Districts in British Columbia. This has been carried into effect (*vide* appendices), and the Commissioners have commenced their duties by appointing a Chief Inspector, but penalties will not be enforced until final decision is given at Ottawa.

EXPLOSIVE SUBSTANCES ACT.

On the 21st and 31st March, the Council met to consider the Act passed by the Provincial Government, on the 18th February last respecting the storage of gun powder and other explosive substances—*vide* appendices for Act in full—a Committee consisting of Messrs. J. H. Turner and Robert Ward was appointed to report to the Board upon said Act. Said Committee on 29th March, reported as follows:

1. That the operations of the Act will seriously affect rights already acquired, and will interfere with the trade carried on by importers of gun powder, and other explosives, which hitherto has been considered legitimate.
2. That no provision is made for compensating the owners of magazines for the losses to be incurred by reason of their discontinuance.
3. That the use of explosives for various purposes is absolutely necessary.

4. That the almost prohibitory character of the Act, by reason of the various restrictions embodied therein regarding the conveyance and storage of explosives, will present unnecessary obstacles to the consumer, upon whom the heavily increased cost will fall.

5. That the Act is directed against a certain class to the exclusion of colliery proprietors and railroad companies, and that such discrimination exceeds the powers of legislation held by the local Government.

6. That the British Columbia Members of Parliament at Ottawa, be asked to represent the foregoing expressions of opinion to the Hon. Minister of Justice for his consideration on examining the Bills passed by the local House at its last session.

Said report was received but final consideration deferred until such time as the Provincial Government shall issue the "regulations" under Clause II of said Act, when a copy of the same will be forwarded to the Board (vide letter from Provincial Secretary, 4th April, 1884.)

QUARANTINE STATION AND HOSPITAL.

This matter has frequently engaged the attention of the Board, and as recently as 30th May last, a special meeting was convened to consider the wisdom or otherwise of the Dominion Government in selecting a portion of the Indian Reserve in Plumper Bay, Esquimalt Harbor, as the site for a Quarantine Station, and erection thereon of a Quarantine Hospital, in lieu of Albert Head as previously recommended by this Board (vide letter book and telegram), finally it was resolved as follows:

"That in the opinion of this Board, the locality selected by the Dominion Government as the site for the Quarantine Hospital and Station (viz:—Plumper Bay, Esquimalt Harbor) is most unsuitable for the purposes of Quarantine, and that the site previously selected at Albert Head presents infinitely greater advantages, and in point of fact is *the* most

advantageous position available for said Station and Hospital. The Board therefore most respectfully recommends a reconsideration by the Department of Agriculture of said site so selected, and in lieu thereof that Albert Head be finally fixed upon as the place best suited for the effectual carrying out of the Regulations incident to Quarantine under the Quarantine Act, and as recommended by the Board to Sir Alex. Campbell in August, 1883, when Council personally waited upon said Minister (and when British Columbia was honored by the presence of that Minister of the Crown) and, as previously advocated by the members from Victoria City and District to the Dominion House of Commons." Copy of said resolution was sent to Minister of Public Works as well as to Minister of Agriculture, and several very cogent reasons given in the interests of Trade, Navigation and Commerce, which led Council to the conclusion arrived at and action taken thereon. Since then the usual departmental replies have been received—tenders have been called for, and doubtless a contract would have been let, notwithstanding our representations, but for the opportune circumstance that 50 acres of Indian Reserve in question (in fact the whole of it) had been previously set apart for "terminal purposes of the Island Railway Company." Consequently the contract to construct the Hospital has not yet been signed, and matters remain in abeyance pending departmental action at Ottawa.

SECOND TELEGRAPH CABLE.

In 1883, the sum of \$18,500 was voted by the Dominion Parliament for purchasing and laying a cable between Vancouver Island and Washington Territory. Said cable was purchased in England and arrived in Victoria on the 10th March, 1884, on the H. B. Co's Barque "Prince Rupert" and has remained idle in its tank ever since. At the Board meeting on the 30th May, the subject of laying said second cable from some point on Vancouver Island to some opposite point in Washington Territory, was again considered at much

length. On reference to the chart it would appear that the shortest and best method would be from Victoria to Beechy-Head by land line and thence by cable to Point Angelos (a distance of about eleven miles.) The Secretary was instructed to interview the Dominion Government Agent upon the subject, as a first step, then confer with the President, and send a telegram to the proper Minister—which was sent to the Honorable Minister of Public Works, on 13th of June, as follows :

"Second Telegraph Cable lying idle here since March. Most important to business interests that it should be laid as early as possible. We respectfully urge the matter for your serious and immediate consideration, agreeably with Board of Trade resolution.

(Signed)

R. P. RITHET, *President.*

ROD. K. FINLAYSON, *Vice-President.*"

And the following day a message was received, stating "so soon as reply comes from Washington, cable will be used. Signed Hector Langevin." There is, therefore, every reason to conclude that the delay in laying said cable is occasioned by the correspondence now going on between the government of the United States and the Dominion, as to the respective rights of each in the matter of *landing* the cables.

MISCELLANEOUS.

All matters in connection with "Esquimalt-Nanaimo Railway"—"Graving Dock"—"Immigration"—"Rocks in Victoria Harbor"—"Fisheries"—"Railway Progress"—"Railway and Dominion Lands"—"Dredging and other improvements to Navigation"—"Customs Statistics"—"Postal Arrangements"—"Fish Hatchery, Fraser River"—"Steam Communication generally"—"Public Works" and "Pilotage" will be found under their respective headings in appendices to this Report, when distributed in printed form.

FINANCE.

Hereunder will be found a synopsis of the financial status

of the Board. Particulars more in detail will be found in the account current of the Secretary, and report of Audit Committee:

Cash in Savings Bank at 4 per cent,	-	-	-	-	\$1,053 80
Accrued Interest to be added,	-	-	-	-	39 35
Cash in hand on 30th June,	-	-	-	-	224 50
Cash due by Members,	-	-	-	-	183 00
Total,	-	-	-	-	<u>\$1,500 65</u>

All of which is respectfully submitted,

R. P. RITHET, *President.*

R. FINLAYSON, *Vice-President.*

EDGAR CROW BAKER, *Secretary.*

Dr.

EDGAR CROW BAKER, In Account Current with the BRITISH COLUMBIA BOARD OF TRADE,

Cr.

1st JULY, 1883, TO 30th JUNE, 1884.

1883.

July 1—To Balance in hand from last year.....	\$.....	125 20
July 1-31—Entrance Fees, collected.....	10 00	61 00
Aug. 1-31—Quarterly Dues, collected.....	51 00	
Aug. 1-31—Sale of By-Laws, collected.....	2 00	50 00
Sept. 1-30—Quarterly Dues, collected.....	48 00	
Sept. 1-30—Entrance Fees, collected.....	20 00	182 00
Oct. 1-31—Quarterly Dues, collected.....	162 00	
Oct. 1-31—Quarterly Dues, collected.....	.. ..	27 00
Nov. 1-30—Entrance Fees, collected.....	.. ..	.. ..
Nov. 1-30—Quarterly Dues, collected.....	156 00	166 00
Dec. 1-31—Entrance Fees, collected.....	10 00	
Dec. 1-31—Quarterly Dues, collected.....	33 00	33 00
1884.		
Jan. 1-31—Quarterly Dues, collected.....	3 00	3 00
Mar. 1-31—Entrance Fees, collected.....	20 00	37 50
Mar. 1-31—Quarterly Dues, collected.....	12 00	
Mar. 1-31—Sale of By-Laws, collected.....	50	
Apr. 1-30—Arbitration Papers, collected.....	5 00	
Apr. 1-30—Entrance Fees, collected.....	.. ..	183 00
May 1-31—Quarterly Dues, collected.....	123 00	
May 1-31—Entrance Fees, collected.....	10 00	53 00
June 1-30—Quarterly Dues, collected.....	48 00	
June 1-30—Entrance Fees, collected.....	10 00	218 00
June 1-30—Quarterly Dues, collected.....	198 00	
1883.		
June 30—Savings Bank, interest, 30th June, 1883.....	.. ..	28 53
		\$1,162 25

Just and true.

VICTORIA, B. C., 30th June, 1884.

EDGAR CROW BAKER, Secretary.

1883.		
July 1—By Savings Bank, deposits.....	\$.....	253 53
June 30—Secretary-Treasurer, 12 months at \$35.....		420 00
Office Expenses, 12 months at \$5.....		60 00
Stationery and Postage, as per Vouchers.....		20 50
Printing Account, as per Vouchers.....		108 90
Miscellaneous Accounts as under:—		
Bank B. C., discount.....	\$ 45	
D. W. Higgings, <i>Colonist</i> , 6 months.....	6 50	
Dominion Government, telegrams.....	24 60	
W. T. Drake, coal account.....	22 00	
Post Office Department, Drawer.....	4 50	
Munroe Miller, 100 <i>Receivables</i>	12 50	
Chittenden, 2 copies.....	4 00	
Stage Driver, Esquimalt.....	25	74 80
June 30—Balance carried to next year.....		224 50

53

To the President and Members B. C. Board of Trade:

GENTLEMEN:—We, the undersigned Audit Committee, appointed by the Board of Trade to examine the books of the Secretary, beg leave to report, that we have examined the books and vouchers, together with amount in Savings Bank, and cash on hand, in possession of the Secretary, and find the same true and just in every particular, and briefly enumerated as follows:

Cash in Savings Bank, at 4 per cent.....	\$1,053 80
Accrued Interest to 30th June, 1884.....	89 35
Cash on hand 30th June, 1884.....	224 50
Amounts due by Members.....	188 00
Total Assets.....	\$1,500 65

Of the cash on hand 30th June, 1884, \$200 has since been paid to the credit of the Board in Savings Bank. Of the amount due by members, your Committee would recommend that the sum of \$21 be written off, as bad debts. That the sum of \$18 be similarly dealt with, if unpaid by 30th September; and we are pleased to note that the remainder, with the exception of \$15 has been collected. We would recommend that the sum of at least \$1,000 at present in Savings Bank bearing interest at 4 per cent. be invested on good security, in order to realize a higher rate of interest. And as usual, your Committee have been pleased with their labors, owing to the extreme care which always characterizes the work of our worthy Secretary.

Yours faithfully,

W. J. JEFFREE,
E. C. NEUFELDER,
E. A. MCQUADE.

VICTORIA, B. C., 11th Aug., 1884.

APPENDICES.

APPENDIX NO. I.

Esquimalt and Nanaimo Railway, Etc.

PROVINCIAL ACT

RELATING TO THE ISLAND RAILWAY, THE GRAVING DOCK, AND RAILWAY LANDS OF THE PROVINCE.

[19th December, 1883.]

WHEREAS negotiations between the Governments of Canada and British Columbia have been recently pending, relative to delays in the commencement and construction of the Canadian Pacific Railway, and relative to the Island Railway, the Graving Dock, and the Railway lands of the Province :

And whereas for the purpose of settling all existing disputes and difficulties between the two Governments, it hath been agreed as follows :—

(a.) The Legislature of British Columbia shall be invited to amend the Act No. 11 of 1880, intituled “An Act to authorize the grant of certain Public Lands on the Mainland of British Columbia to the Government of the Dominion of Canada for Canadian Pacific Railway purposes,” so that the same extent of land on each side of the line of Railway through British Columbia, wherever finally settled, shall be granted to the Dominion Government in lieu of the lands conveyed by that Act.

(b.) The Government of British Columbia shall obtain the authority of the Legislature to grant to the Government of Canada a portion of the lands set forth and described in the Act No. 15 of 1882, intituled “An Act to incorporate the Vancouver Land and Railway Company,” namely, that portion of the said lands therein described, commencing at the

Southern boundary thereof and extending to a line running East and West, half way between Comox and Seymour Narrows; and also a further portion of the lands conveyed by the said Act to the northward of and contiguous to that portion of the said lands last hereinbefore specified, equal in extent to the lands within the limits thereof which may have been alienated from the Crown by Crown grants, pre-emption, or otherwise.

(c.) The Government of British Columbia shall obtain the authority of the Legislature to convey to the Government of Canada three and one-half millions of acres of land in the Peace River district of British Columbia, in one rectangular block, east of the Rocky Mountains, and adjoining the North-West Territory of Canada.

(d.) The Government of British Columbia shall procure the incorporation, by Act of their Legislature, of certain persons, to be designated by the Government of Canada, for the construction of the Railway from Esquimalt to Nanaimo.

(e.) The Government of Canada shall, upon the adoption by the Legislature of British Columbia of the terms of this agreement, seek the sanction of Parliament to enable them to contribute to the construction of a Railway from Esquimalt to Nanaimo the sum of \$750,000, and they agree to hand over to the contractors who may build such Railway the lands which are or may be placed in their hands for that purpose by British Columbia; and they agree to take security, to the satisfaction of the Government of that Province, for the construction and completion of such Railway on or before the 10th day of June, 1887; such construction to commence forthwith.

(f.) The lands on Vancouver Island to be so conveyed shall, except as to coal and other minerals, and also except as to timber lands as hereinafter mentioned, be open for four years from the passing of this Act to actual settlers, for agricultural purposes, at the rate of one dollar an acre, to the extent of 160 acres to each such actual settler; and in any grants to settlers the right to cut timber for railway purposes and rights of way for the railway, and stations, and workshops, shall be reserved. In the meantime, and until the Railway from Esquimalt to Nanaimo shall have been com-

pleted, the Government of British Columbia shall be the agents of the Government of Canada for administering, for the purposes of settlement, the lands in this sub-section mentioned; and for such purposes the Government of British Columbia may make and issue, subject as aforesaid pre-emption, records to actual settlers, of the said lands. All moneys received by the Government of British Columbia in respect of such administration shall be paid, as received, into the Bank of British Columbia, to the credit of the Receiver-General of Canada; and such moneys, less expenses incurred (if any), shall, upon the completion of the railway to the satisfaction of the Dominion Government, be paid over to the railway contractors.

(g.) The Government of Canada shall forthwith take over and seek the authority of Parliament to purchase and complete, and shall, upon the completion thereof, operate as a Dominion work, the Dry Dock at Esquimalt; and shall be entitled to and have conveyed to them all lands, approaches, and plant belonging thereto, together with the Imperial appropriation therefor, and shall pay to the Province as the price therefor the sum of \$250,000, and shall further pay to the Province whatever amounts shall have been expended by the Provincial Government or which remain due, up to time of the passing of this Act, for work or material supplied by the Government of British Columbia since the 27th day of June, 1882.

(h.) The Government of Canada shall, with all convenient speed, offer for sale the lands within the Railway belt upon the Mainland, on liberal terms to actual settlers; and

(i.) Shall give persons who have squatted on any of the said lands within the railway belt on the Mainland, prior to the passing of this Act, and who have made substantial improvements thereon, a prior right of purchasing the lands so improved, at the rates charged to settlers generally.

(k.) This agreement is to be taken by the Province in full of all claims up to this date by the Province against the Dominion, in respect of delays in the commencement and construction of the Canadian Pacific Railway, and in respect of the non-construction of the Esquimalt and Nanaimo Railway, and shall be taken by the Dominion Government in

satisfaction of all claims for additional lands under the Terms of Union, but shall not be binding unless and until the same shall have been ratified by the Parliament of Canada and the Legislature of British Columbia.

And whereas it is expedient that the said agreement should be ratified, and that provision should be made to carry out the terms thereof :

Therefore Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows :—

1. The hereinbefore recited agreement shall be and is hereby ratified and adopted.

2. Section 1 of the Act of the Legislature of British Columbia, No. 11 of 1880, intituled "An Act to authorise the grant of certain public lands on the Mainland of British Columbia to the Government of the Dominion of Canada for Canadian Pacific Railway purposes," is hereby amended so as to read as follows :—

From and after the passing of this Act there shall be, and there is hereby granted to the Dominion Government for the purpose of constructing and to aid in the construction of the portion of the Canadian Pacific Railway on the mainland of British Columbia, in trust, to be appropriated as the Dominion Government may deem advisable, the public lands along the line of the railway before mentioned, wherever it may be finally located, to a width of twenty miles on each side of the said line as provided in the Order in Council, section 11, admitting the Province of British Columbia into Confederation; but nothing in this section contained shall prejudice the right of the Province to receive and be paid by the Dominion Government the sum of \$100,000 per annum, in half-yearly payments in advance, in consideration of the lands so conveyed, as provided in Section 11 of the Terms of Union: Provided always that the line of Railway before referred to, shall be one continuous line of Railway only, connecting the seaboard of British Columbia with the Canadian Pacific Railway, now under construction on the East of the Rocky Mountains.

3. There is hereby granted to the Dominion Government, for the purpose of constructing, and to aid in the construction of a Railway between Esquimalt and Nanaimo, and in trust to be appropriated as they may deem advisable (but save as is hereinafter excepted) all that piece or parcel of land situate in Vancouver Island, described as follows:—

Bounded on the South by a straight line drawn from the head of Saanich Inlet to Muir Creek on the Straits of Fuca ;

On the West by a straight line drawn from Muir Creek aforesaid to Crown Mountain ;

On the North by a straight line drawn from Crown Mountain to Seymour Narrows ; and

On the East by the Coast line of Vancouver Island to the point of commencement ; and including all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals, and substances whatsoever thereupon, therein, and thereunder.

4. There is excepted out of the tract of land granted by the preceding section all that portion thereof lying to the northward of a line running East and West half way between the mouth of the Courtenay River (Comox District) and Seymour Narrows.

5. Provided always that the Government of Canada shall be entitled out of such excepted tract to lands equal in extent to those alienated up to the date of this Act by Crown grant, pre-emption, or otherwise, within the limits of the grant mentioned in section 3 of this Act.

6. The grant mentioned in Section 3 of this Act shall not include any lands now held under Crown grant, lease agreement for sale, or other alienation by the Crown, nor shall it include Indian reserves or settlements, nor Naval or Military reserves.

7. There is hereby granted to the Dominion Government three and a half million acres of land in that portion of the Peace River District of British Columbia lying East of the Rocky Mountains and adjoining the North-West Territory of Canada, to be located by the Dominion in one rectangular block.

8. For the purpose of facilitating the construction of the Railway between Esquimalt and Nanaimo, it is hereby enacted that such persons hereinafter called the "company," as may be named by the Governor-General in Council, with all such other persons and corporations as shall become shareholders in the company, shall be and are hereby constituted a body corporate and politic by the name of "The Esquimalt and Nanaimo Railway Company."

9. The company, and their agents and servants, shall lay out, construct, equip, maintain, and work a continuous double or single track steel railway of the gauge of the Canadian Pacific Railway, and also a telegraph line, with the proper appurtenances, from a point at or near the harbor of Esquimalt, in British Columbia, to a port or place at or near Nanaimo on the eastern coast of Vancouver Island, with power to extend the main line to Comox and Victoria, and to construct branches to settlements on the east coast, and also to extend the said railway by ferry communications to the mainland of British Columbia, and there to connect or amalgamate with any railway line in operation or course of construction. The company shall also have power and authority to build, own, and operate steam and other vessels in connection with the said railway, on and over the bays, gulfs, and inland waters of British Columbia.

10. The company may accept and receive from the Government of Canada any lease, grant, or conveyance of lands, by way of subsidy or otherwise, in aid of the construction of the said railway, and may enter into any contract with the said Government for or respecting the use, occupation, mortgage, or sale of the said lands, or any part thereof, on such conditions as may be agreed upon between the Government and the company.

11. The capital stock of the company shall be three millions of dollars, and shall be divided into shares of one hundred dollars each, but may be increased from time to time by the vote of the majority in value of the shareholders present in person, or represented by proxy, at any meetings specially called for the purpose, to an amount not exceeding five million dollars.

12. The persons to be named as aforesaid by the Governor-

General in Council shall be and are hereby constituted a board of provisional directors of the company, and shall hold office as such until other directors shall be elected under the provisions of this Act, and shall have power to fill any vacancies that may occur in said board; to open stock books at Victoria, British Columbia, or any other city in Canada; procure subscriptions, and receive payments on stock subscribed.

13. When and so soon as one-half of the capital stock shall have been subscribed, and one-tenth of the amount thereof paid into any chartered Bank, either at Victoria or San Francisco, or partly in each, the provisional directors may order a meeting of shareholders to be called at Victoria, British Columbia, at such time as they think proper, giving at least three weeks notice thereof in one or more newspapers published in the City of Victoria, and by a circular letter mailed to each shareholder, at which meeting the shareholders present in person, or by proxy, shall elect five directors qualified as hereinafter provided, who shall hold office until the first Wednesday in October in the year following their election.

14. On the said first Wednesday in October, and on the same day in each year thereafter, at the City of Victoria, or at such other place as shall be fixed by the by-laws of the company, there shall be held a general meeting of the shareholders for receiving the report of the directors, transacting the business of the company, general or special, and electing the directors thereof; and public notice of such annual meeting and election shall be published for one month before the day of meeting in one or more newspapers in the City of Victoria, and by circular letter mailed to each shareholder at least one month prior thereto. The election of directors shall be by ballot, and all shareholders may vote by proxy.

15. Three of the Directors shall form a quorum for the transaction of business, and the Board may employ one or more of their number as paid Director or Directors, provided that no person shall be elected Director unless he owns at least twenty-five shares of the stock of the Company on which calls have been paid.

16. No call shall be made for more than ten per centum

at any one time on the amount subscribed, nor shall more than fifty per centum of the stock be called up in any one year.

17. The Consolidated Railway Act, eighteen hundred and seventy-nine (1879) of Canada, shall, so far as its provisions are applicable to the undertaking and are not inconsistent with or contrary to the provisions of this Act, apply to the said railway, and shall be read with and form part of this Act.

18. The words "Superior Court," "Clerks of the Peace," "Registry Offices," "Clerks of Court," as used in the said Consolidated Railway Act, eighteen hundred and seventy-nine (1879), shall, for the purpose of this Act, be read and construed in the same sense and meaning as is provided by the Act passed by this Legislature thirty-eight (38) Victoria, chapter thirteen (13), section three (3).

19. Sections five (5) and six (6) of the said last mentioned Act shall be read with and form part of this Act.

20. The said railway line from Esquimalt to Nanaimo shall be commenced forthwith and completed on or before the 10th day of June, 1887.

21. The Railway, with its workshops, stations, and other necessary buildings and rolling stock, and also of the capital stock the Railway Company, shall be exempt from taxation until the expiration of ten years from the completion of the railroad.

22. The lands to be acquired by the company from the Dominion Government for the construction of the Railway shall not be subject to taxation, unless and until the same are used by the company for other than railroad purposes, or leased, occupied, sold, or alienated.

23. The company shall be governed by sub-section (f) of the hereinbefore recited agreement, and each *bona fide* squatter who has continuously occupied, and improved any of the lands within the tract of land to be acquired by the company from the Dominion Government for a period of one year prior to the first day of January, 1883, shall be entitled to a grant of the freehold of the surface rights of the said

squatted land, to the extent of 160 acres to each squatter, at the rate of one dollar an acre.

24. The company shall at all times sell coals gotten from the lands that may be acquired by them from the Dominion Government to any Canadian Railway Company having the terminus of its Railway on the seaboard of British Columbia, and to the Imperial, Dominion, and Provincial authorities, at the same rates as may be charged to any Railway Company owning or operating any Railway in the United States, or to any foreign customer whatsoever.

25. All lands acquired by the company from the Dominion Government under this Act containing belts of timber fit for milling purposes shall be sold at a price to be hereafter fixed by the Government of the Dominion or by the company hereby incorporated.

26. The existing rights (if any) of any persons or corporations in any of the lands so to be acquired by the company shall not be affected by this Act, nor shall it affect Military or Naval Reserves.

27. The said Esquimalt and Nanaimo Railway Company shall be bound by any contract or agreement for the construction of the Railway from Esquimalt to Nanaimo which shall be entered into by and between the persons so to be incorporated as aforesaid, and Her Majesty, represented by the Minister of Railways and Canals, and shall be entitled to the full benefit of such contract or agreement, which shall be construed and operate in like manner as if such company had been a party thereto in lieu of such persons, and the document had been duly executed by such company under their corporate seal.

28. The Railways to be constructed by the company in pursuance of this Act shall be the property of the company.

29. The Act of 1883, Chapter 14, intituled "An Act relating to the Island Railway, the Graving Dock, and the Railway Lands of the Province," is hereby repealed.

DOMINION ACT.

47 VICT.] *Assented to 19th April, 1884.* [CHAP. 6.

AN ACT RESPECTING THE VANCOUVER ISLAND RAILWAY, THE ESQUIMALT GRAVING DOCK AND CERTAIN RAILWAY LANDS OF THE PROVINCE OF BRITISH COLUMBIA, GRANTED TO THE DOMINION.

WHEREAS negotiations between the Governments of Canada and British Columbia have been recently pending, relative to delays in the commencement and construction of the Canadian Pacific Railway, and relative to the Vancouver Island Railway, the Esquimalt Graving Dock, and certain railway lands of the Province of British Columbia:

And, whereas, for the purpose of settling all existing disputes and difficulties between the two Governments, it hath been agreed as follows:—

Vide clauses (a) to (k) already printed under the heading of Local Act.

And whereas the Legislature of British Columbia, has by an Act assented to, on the nineteenth day of December, one thousand eight hundred and eighty-three, intituled: "An Act relating to the Island Railway, the Graving Dock and Railway lands of the Province," adopted the terms of the said agreement, and it is expedient that it should be ratified by the Parliament of Canada, and that provision should be made to carry out the terms thereof according to their purport.

Therefore Her Majesty, by and with the advice and consent

of the Senate and House of Commons of Canada, enacts as follows:—

1. The hereinbefore recited agreement is hereby approved and ratified.

THE ESQUIMALT AND NANAIMO RAILWAY.

2. The agreement, a copy of which, with specification, is hereto appended as a Schedule, for the construction, equipment, maintenance and working of a continuous line of railway of a uniform gauge of four feet eight and one-half inches from Esquimalt to Nanaimo, in Vancouver Island, British Columbia, and also for the construction, equipment, maintenance and working of a telegraph line along the line of the said railway, is hereby approved and ratified, and the Governor in Council is authorized to carry out the provisions thereof according to their purport.

3. The Governor in Council may grant to "The Esquimalt and Nanaimo Railway Company, mentioned in the said agreement, and incorporated by the Act of the Legislature of British Columbia lastly hereinbefore referred to, in aid of the construction of the said railway and telegraph line, a subsidy in money of seven hundred and fifty thousand dollars, and in land, all of the land situated on Vancouver Island which has been granted to Her Majesty by the Legislature of British Columbia by the Act last aforesaid, in aid of the construction of the said line of railway, in so far as such land shall be vested in Her Majesty and held by Her for the purposes of the said railway, or to aid in the construction of the same; and also all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever in, on or under, the lands so to be granted to the said company as aforesaid, and the foreshore rights in respect of all such lands as aforesaid, which are to be granted to the said company as aforesaid, and which border on the sea, together with the privilege of mining under the foreshore and sea opposite any such land, and of mining and keeping for their own use all coal and minerals, herein mentioned, under the foreshore or sea opposite any such lands, in so far as such coal, coal oil, ores,

stones, clay, marble, slate, mines, minerals and substances whatsoever, and foreshore rights are vested in Her Majesty as represented by the Dominion Government.

4. The said money subsidy shall be paid to the said company by instalments, on the completion of each ten miles of railway and telegraph line, such instalments to be proportionate to the value of the part of the lines completed and equipped in comparison with the whole of the works undertaken, the proportion to be established by the report of the the Minister of Railways and Canals.

5. The said company shall furnish profiles, plans and bills of quantities of the whole line of railway in ten mile sections and before the work is commenced on any ten mile section, such profiles, plans, and bills of quantities shall be approved by the Governor in Council, and before any payments are made the said company shall furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed, with that remaining to be done.

6. The Minister of Railways and Canals shall retain five per centum of the subsidy, or of such part thereof as the said company may be entitled to, for three months after the completion of the said railway and telegraph line and the works appertaining thereto, and for a further period until the said Minister is satisfied that all failures or defects in the said line of railway and telegraph line, respectively, and the works appertaining thereto, that may have been discovered during the said period of three months, or such further period, have been permanently made good, and no lands shall be conveyed to the said company until the road is fully completed and equipped.

7. The land grant shall be made, and the land, in so far as the same shall be vested in Her Majesty and held by Her Majesty for the purposes of the said railway, or to aid in the construction of the same, shall be conveyed to the said company upon the completion of the whole work to the entire satisfaction of the Governor in Council, but so, nevertheless,

that the said lands and the coal oil, coal, and other minerals and timber thereunder, therein or thereon, shall be subject in every respect to the following provisions:—

1. The lands to be conveyed shall, except as to coal and other minerals, and also except as to timber lands as herein-after mentioned, be open for four years from the nineteenth day of December, in the year of Our Lord, one thousand eight hundred and eighty-three, to actual settlers, for agricultural purposes, at the rate of one dollar an acre, to the extent of one hundred and sixty acres to each such actual settler; grants thereof shall be made under the Great Seal, and in any such grants the right to cut timber for railway purposes and rights of way for the railway and stations and workshops shall be reserved. In the meantime, until the railway from Esquimalt to Nanaimo shall have been completed, the Government of British Columbia shall be the agent of the Government of Canada, for administering for the purpose of settlement, the lands in this sub-section mentioned; and for such purposes the Government of British Columbia may make and issue, subject as aforesaid, pre-emption records to actual settlers of said lands. All moneys received by the Government of British Columbia in respect of such administration shall be paid, as received, into the Bank of British Columbia, to the credit of the Receiver-General of Canada; and such moneys, less expenses incurred, if any, shall, upon the completion of the railway to the satisfaction of the Dominion Government, be paid over to the railway company.

2. Every *bona fide* squatter who has continuously occupied and improved any of the lands within the tract of land to be acquired by the company from the Dominion Government for a period of one year prior to the first day of January, one thousand eight hundred and eighty-three, shall be entitled to a grant of the freehold of the surface rights of the said squatted land, to the extent of one hundred and sixty acres, at the rate of one dollar per acre;

The said company shall, at all times, sell coals gotten from the lands that may be acquired by them from the Dominion Government to any Canadian railway company having the

terminus of its railway on the seaboard of British Columbia, and to the Imperial, Dominion and Provincial authorities, at the same rates as may be charged to any railway company owning or operating any railway in the United States, or to any foreign customer whatsoever;

4. All lands acquired by the said company from the Dominion Government under this Act, containing belts of timber fit for milling purposes, shall be sold at a price to be hereafter fixed by the Government of the Dominion, or by the said company;

5. The existing rights, if any, of any persons or corporations in any of the lands so to be acquired by the company, shall not be affected by this Act.

8. All steel rails, fish-plates and other fastenings, spikes, bolts and nuts, wire, timber, and all material for bridges to be used in the original construction of the said railway, and of the telegraph line in connection therewith, and all telegraphic apparatus required for the first equipment of such telegraph line, shall be admitted into Canada free of duty.

9. The said company shall commence the works included in the annexed Schedule, forthwith, and shall complete and equip the said railway and telegraph line by the tenth day of June, one thousand eight hundred and eighty-seven; and in default of such completion and equipment, as aforesaid, on or before the last mentioned date, the said company shall forfeit all right, claim or demand to the sum of money and percentage retained by the Minister of Railways and Canals, and any and every part thereof—to any moneys whatever which may be, at the time of the failure of the completion, as aforesaid, due or owing from Her Majesty to the said company—to the land grant and also to the moneys deposited as security for the construction of the said railway and telegraph line.

THE ESQUIMALT GRAVING DOCK.

10. The Government of Canada may purchase and complete, and shall, upon the completion thereof, operate as a

Dominion work, the dry dock at Esquimalt, and shall be entitled to and have conveyed by the Government of British Columbia to Her Majesty, for Canada, all the lands, approaches, and plant belonging thereto, together with the Imperial appropriation therefor, and shall pay to the Province of British Columbia as the price thereof the sum of two hundred and fifty thousand dollars, and shall further pay to the said Province whatever amounts shall have been expended by the Government of that Province, or which remain due by it up to the time of the passing of this Act, for work or material performed or supplied by the said Government in respect of the said dock and works since the twenty-seventh day of June, one thousand eight hundred and eighty-two.

THE CANADIAN PACIFIC RAILWAY BELT.

11. The lands granted to Her Majesty, represented by the Government of Canada, in pursuance of the eleventh section of the Terms of Union, by the Act of the Legislature of the Province of British Columbia, number eleven, of one thousand eight hundred and eighty, intituled: "An Act to authorize the grant of certain public lands on the mainland of British Columbia to the Government of the Dominion of Canada for Canadian Pacific Railway purposes," as amended by the Act of the said Legislature, assented to on the nineteenth day of December, one thousand eight hundred and eighty-three, as aforesaid, intituled: "An Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province," shall be placed upon the market at the earliest date possible, and shall be offered for sale on liberal terms to actual settlers:

2. The said lands shall be open for entry to *bona fide* settlers in such lots and at such prices as the Governor in Council may determine:

3. Every person who has squatted on any of the said lands prior to the nineteenth day of December, one thousand eight hundred and eighty-three, aforesaid, and who has made substantial improvements thereon, shall have a prior right of purchasing the lands so improved, at the rates charged to settlers generally:

4. The Governor in Council may, from time to time, regulate the manner in which and terms and conditions on which the said lands shall be surveyed, laid out, administered, dealt with and disposed of: Provided that regulations respecting the sale leasing or other disposition of such lands shall not come into force until they are published in the *Canada Gazette*:

5. The Act forty-third Victoria, chapter twenty-seven, intituled: "An Act to repeal the Act extending 'The Dominion Lands Acts' to British Columbia, and to make other provision with respect to certain lands in that Province," is hereby repealed.

LANDS IN THE PEACE RIVER DISTRICT OF BRITISH COLUMBIA.

12. The three and one-half million acres of land in that portion of the Peace River District of British Columbia, lying east of the Rocky Mountains and adjoining the North-west Territories of Canada, granted to Her Majesty, as represented by the Government of Canada, by the said Act as sent to on the nineteenth day of December, one thousand eight-hundred and eighty-three, as aforesaid, intituled "An Act relating to the Island Railway, the Graving Dock and Railway lands of the Province," and to be located by the said Government in one rectangular block shall be held to be Dominion lands within the meaning of the "Dominion Lands Act, 1883."

PAYMENTS FROM CONSOLIDATED REVENUE FUND.

13. All payments authorized by this Act shall be made out of any unappropriated moneys forming part of the Consolidated Revenue fund of Canada.

CIVIL AND CRIMINAL JURISDICTION.

14. Until the boundary line between British Columbia and the North-West Territories is finally settled and located, and such settlement and location is published in the *Canada Gazette*, the courts of the said Province shall have civil and

criminal jurisdiction in and over all the territory west of the line laid down in Trutch's map of eighteen hundred and seventy-one, as the eastern boundary of the Province, and the continuation of that line along the one hundred and twentieth meridian of West longitude, until it reaches the Northern boundary of the Province; and all offences committed in any part of the said territory may be stated in any warrant, indictment, or other legal instrument or proceeding, to have been committed in British Columbia.

SCHEDULE.

ARTICLES OF AGREEMENT made and entered into this twentieth day of August in the year of Our Lord, one thousand eight hundred and eighty-three :

Between Robert Dunsmuir, James Dunsmuir and John Bryden, all of Nanaimo, in the Province of British Columbia; Charles Crocker, Charles F. Crocker, and Leland Stanford, all of the city of San Francisco, California, United States of America; and Collis P. Huntington, of the City of New York, United States of America, of the first part, and Her Majesty Queen Victoria, represented herein by the Minister of Railways and Canals, of the second part

Whereas it has been agreed by and between the Governments of Canada and British Columbia, that the Government of British Columbia should procure the incorporation, by an Act of their Legislature, of certain persons to be designated by the Government of Canada, for the construction of a railway from Esquimalt to Nanaimo, and that the Government of Canada should take security from such company for the construction of such railway:

And whereas the parties hereto, of the first part, are associated together for the purpose of constructing or contracting for the construction of a railway and telegraph line from Esquimalt to Nanaimo, and are hereafter referred to as the said contractors:

NOW THESE PRESENTS WITNESS, that in consideration of the covenants and agreements on the part of Her Majesty hereinafter contained, the said contractors covenant and agree with her Majesty as follows: -

1. In this contract the word "work" or "works" shall, unless the context requires a different meaning, mean the whole of the works, material, matter and things to be done, furnished and performed by the said contractors under this contract.

2. All covenants and agreements herein contained shall be binding on and extend to the executors, administrators and assigns of the said contractors, and shall extend and be binding upon the successors of Her Majesty; and wherever in this contract Her Majesty is referred to, such reference shall include Her successors; and wherever the said contractors are referred to, such reference shall include their executors, administrators and assigns.

3. That the said contractors shall and will well, truly and faithfully lay out, make, build, construct, complete, equip, maintain and work continuously a line of railway of a uniform gauge of four feet eight and a-half inches, from Esquimalt to Nanaimo, in Vancouver Island, British Columbia, the points and approximate route and course being shown on the map hereunto annexed, marked B, and also construct, maintain and work continuously a telegraph line throughout and along the said line of railway, and supply all such telegraphic apparatus as may be required for the proper equipment of such telegraph line, perform all engineering services, whether in the field or in preparing plans or doing other office work, to the entire satisfaction of the Governor in Council.

4. That the said contractors shall and will locate and construct the said line of railway in as straight a course as practicable, between Esquimalt and Nanaimo, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.

5. That the gradients and alignments shall be the best that the physical features of the country will admit of, without involving unusually or unnecessarily heavy works of construction, with respect to which the Governor in Council shall decide.

6. That the said contractors shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten mile sections, and that before the work is commenced on any ten mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made the said contractors will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

7. That the Minister of Railways and Canals may keep and retain five per cent. of the subsidy, or of such part thereof as the said contractors may be entitled to, for three months after the completion of the said railway and telegraph line and the works appertaining thereto, and for a further period, until the said Minister of Railways and Canals is satisfied that all failures or defects in said line of railway and telegraph line, respectively, and the works appertaining thereto that may have been discovered during the said period of three months, or such further period, have been permanently made good, and that no lands shall be conveyed to the said contractors until the road is fully completed and equipped.

8. That the said contractors shall commence the works embraced in this contract forthwith, and shall complete and equip the same by the tenth day of June, eighteen hundred and eighty-seven, time being declared material and of the essence of the contract, and in default of such completion and equipment, as aforesaid, on or before the last mentioned date, the said contractors shall forfeit all right, claim or demand to the sum of money and percentage hereinbefore agreed to be retained by the Minister of Railways and Canals, and any and every part thereof, and also to any moneys whatever which may be, at the time of the failure of the completion as aforesaid, due or owing to the said con-

tractors, as also to the land grant and also to the moneys to be deposited as hereinafter mentioned.

9. That the said contractors will, upon and after the completion and equipment of the said line of railway and works appertaining thereto, truly and in good faith keep and maintain the same, and the rolling stock required therefor, in good and efficient working and running order, and shall continuously and in good faith operate the same, and also the said telegraph line and will keep the said telegraph line and appurtenances in good running order.

10. That the said contractors will build, construct, complete and equip the said line of railway and works appertaining thereto in all respects in accordance with the specification hereunto annexed marked A, and upon the line of location, to be approved by the Governor in Council.

11. The character of the railway and its equipments shall be in all respects equal to the general character of the Canadian Pacific Railway, now under construction in British Columbia, and the equipments thereof.

12. And that the said line of railway and telegraph line, and all works appertaining thereto respectively, together with all franchise rights, privileges, property, personal and real estate of every character appertaining thereto, shall upon the completion and equipment of the said line of railway and works appertaining thereto, in so far as Her Majesty shall have power to grant the same respectively, but no further or otherwise, be the property of the said contractors.

13. And Her Majesty in consideration of the premises, hereby covenants and agrees to permit the admission free of duty of all steel rails, fish-plates and other fastenings, spikes, bolts and nuts, wire, timber and all material for bridges to be used in the original construction of the railway, and of a telegraph line in connection therewith, and all the telegraphic apparatus required for the first equipment of such telegraph line; and to grant to the said contractors a subsidy in money of \$750,000, (seven hundred and fifty thousand dol-

lars), and in land, all of the land situated on Vancouver Island (except such parts thereof as may have at any time heretofore been reserved for naval or military purposes, it having been intended that all the lands so reserved should be excluded from the operation of the Act passed by the Legislature of the Province of British Columbia, in the year 1883, entitled "An Act relating to the Island Railway the Graving Dock and Railway lands of the Province," in like manner as Indian Reserves are excluded therefrom), which has been granted to Her Majesty by the Government of British Columbia by the aforesaid Act in consideration of the construction of the said line of Railway, in so far as such lands shall be vested in Her Majesty, and held by her for the purposes of the said railway, or for the purpose of constructing or to aid in the construction of the same, and also all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever, in, on or under the lands so agreed to be granted to the said contractors as aforesaid, and the foreshore rights in respect of all such lands as aforesaid, which are hereby agreed to be granted to the said contractors as aforesaid, and border on the sea, together with the privilege of mining under the foreshore and sea opposite any such land, and of mining and keeping for their own use all coal and minerals (herein mentioned) under the foreshore or sea opposite any such lands, in so far as such coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever, and foreshore rights are owned by the Dominion Government, for which subsidies the construction of the railway and telegraph line from Esquimalt to Nanaimo shall be completed, and the same shall be equipped, maintained and operated.

14. The said money subsidy will be paid to the said contractors by instalments, on the completion of each ten miles of railway and telegraph line, such instalments to be proportionate to the value of the part of the lines completed and equipped in comparison with the whole of the works undertaken, the proportion to be established by the report of the Minister of Railways and Canals.

15. The land grant shall be made, and the land, in so far

as the same shall be vested in Her Majesty and held by Her Majesty for the purposes of the said railway, or for the purposes of constructing, or to aid in the construction of the same, shall be conveyed to the said contractors upon the completion of the whole work to the entire satisfaction of the Governor in Council, but so, nevertheless, that the said lands, and the coal oil, coal, and other minerals and timber thereunder, therein or thereon, shall be subject in every respect to the several clauses, provisions and stipulations referring to or affecting the same, respectively, contained in the aforesaid Act passed by the Legislature of the Province of British Columbia, in the year 1883, entitled: "An Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province," as the same may be amended by the Legislature of the said Province, in accordance with a draft bill now prepared, which has been identified by Sir Alexander Campbell, and the Honorable Mr. Smithe, and signed by them and placed in the hands of the Honorable Joseph William Trutch, and particularly to Sections twenty-three, twenty-four, twenty-five and twenty-six of the said Act.

And it is hereby further agreed by and between Her Majesty, represented as aforesaid, and the said contractors that the said contractors shall, within ten days after the execution hereof by Her Majesty, represented as aforesaid, or by the said Minister on behalf of Her Majesty, apply to the Government of Canada to be named by the Governor in Council as the persons to be incorporated under the name of the Esquimalt and Nanaimo Railway Company, and that immediately after the said contractors shall have been so incorporated, this contract shall be signed and transferred by them to the said company, and such company shall forthwith, by deed entered into by and between Her Majesty, represented as aforesaid, and the said company assume all the obligations and liabilities incurred by the said contractors hereunder or in any way in relation to the premises.

The said contractors shall, on the execution hereof, deposit with the Receiver-General of Canada the sum of \$250,000 (two hundred and fifty thousand dollars) in cash as a security for the construction of the railway and telegraph line hereby contracted for. The Government shall pay to the contractors interest on the cash deposited at the rate of four per cent. per annum, half-yearly, until default in the performance of

the conditions hereof or until the return of the deposit, and shall return the deposit to the said contractors on the completion of the said railway and telegraph line according to the terms hereof with any interest accrued thereon; but if the said railway and telegraph line shall not be so completed, such deposit and all interest thereon which shall not have been paid to the contractors shall be forfeited to Her Majesty for the use of the Government of the Dominion of Canada. In witness whereof, the parties hereto have executed these presents, the day and year first above written.

For the Minister of Railways and Canals.

(Signed),

A. CAMPBELL,

Minister of Justice.

(Signed),

ROBERT DUNSMUIR,

"

JOHN BRYDEN,

"

JAMES DUNSMUIR,

"

CHARLES CROCKER,

"

CHARLES F. CROCKER,

"

LELAND STANFORD,

by Charles Crocker his Attorney in fact.

"

COLLIS P. HUNTINGTON.

by Charles Crocker his Attorney in fact.

Signed, sealed and delivered by the within named Robert Dunsmuir, James Dunsmuir, John Bryden, Charles Crocker, Charles F. Crocker, Leland Stanford and Collis P. Huntington, and by Sir Alexander Campbell for the Minister of Railways and Canals, as an escrow, and placed in the hands of the Honorable Joseph William Trutch, until the sanction of Parliament shall have been obtained to the payment of the subsidy and to the other stipulations on the part of the Dominion herein contained requiring its sanction, and until the Act passed by the Legislature of the Province of British Columbia, in the year one thousand eight hundred and eighty-three, entitled: "An Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province," shall have been amended by the Legislature of the said Province

in accordance with a draft bill now prepared and which has been identified by Sir Alexander Campbell and the Honorable Mr. Smithe, and signed by them and deposited in the hands of the said Joseph William Trutch, in the presence of

(Signed), H. G. HOPKIRK.

(THIS IS THE SPECIFICATION MARKED A REFERRED TO IN
THE CONTRACT HERETO ANNEXED, DATED THIS
20TH AUGUST, 1883.)

SPECIFICATION for a line of railway from Esquimalt to Nanaimo, in Vancouver Island in British Columbia.

1. The railway shall be a single line, with gauge four feet, eight and a-half inches, with necessary sidings.

2. The alignments, gradients and curvatures shall be the best that the physical features of the country will admit of, the maximum grade not to exceed eighty feet to the mile, and the minimum curvature not to be of less radius than eight hundred feet.

3. In all wooded sections, the land must be cleared to the width of fifty feet on each side of the centre of line.

All brush and logs must be completely burnt up and none thrown on to the adjacent lands.

4. All stumps must be grubbed out within the limits of cuttings under three feet in depth or embankments less than two feet in depth.

5. All stumps must be close-cut where embankments are less than four feet and more than two feet in height.

6. Through settlements, the railway must be enclosed with substantially built legal fences.

7. Road crossings, with cattle guards and sign boards, shall be provided wherever required.

8. The width of cuttings at formations shall be twenty feet, embankments sixteen feet.

8. Efficient drainage must be provided either by open ditches or under drains.

10. All bridges, culverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of bridges must be either of substantial massive stone masonry, iron or wood, and in every essential particular, equal to the best description of like works employed in the construction of the Canadian Pacific Railway in British Columbia. Arched culverts must be of good solid masonry, equal in every respect to similar structures designed for the Canadian Pacific Railway in British Columbia. Box culverts must be of either masonry, iron or wood.

11. The passenger station houses, freight sheds, workshops, engine houses, other buildings and wharves, shall be sufficient in number and size to efficiently accommodate the business of the road, and they shall be either stone, brick or timber, of neat design, substantially and strongly built.

12. The rails shall be of steel, weighing not less than fifty pounds per lineal yard of approved section, and with the most approved fish-plate joints.

13. The roadway must be well ballasted with clean gravel or other suitable material.

14. Sufficient siding accommodation shall be provided by the contractors, as may be necessary to meet the requirements of the traffic.

15. Sufficient rolling stock, necessary to accommodate the business of the line, shall be provided by the contractors, with stations and terminal accommodations, including engine sheds, turn-tables, shops, water-tanks, machinery, wharves, &c.

A. CAMPBELL,

Minister of Justice,

for the Minister of Railways and Canals.

ROBERT DUNSMUIR.

AN ACT THE TO AMEND "NEW WESTMINSTER
AND PORT MOODY RAILWAY COMPANY ACT,
1882."

WHEREAS the New Westminster and Port Moody Railway Company have presented a petition praying that the time limit for commencement of construction and the completion of construction, as defined by Section 10 of the "New Westminster and Port Moody Railway Company Act, 1882," should be extended:

And whereas it is expedient to grant the prayer of said petition:

Therefore, Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:—

1. Section 10 of the "New Westminster and Port Moody Railway Company Act, 1882," is hereby repealed, and in lieu thereof it is enacted as follows:

"The construction of the said railway shall be commenced within two years from the 1st day of January, 1884, and shall be completed within four years from the 1st day of January, 1884: Provided always, that if the Company fail to comply with the last mentioned stipulations the Lieutenant-Governor in Council may, by proclamation, repeal this Act."

2. This Act may be cited as the "New Westminster and Port Moody Railway Company Amendment Act, 1884."

AN ACT TO AMEND THE "COLUMBIA AND KOOT-
ENAY RAILWAY AND TRANSPORTATION COM-
PANY ACT, 1883."

WHEREAS it is expedient to amend as hereinafter mentioned

the "Columbia and Kootenay Railway and Transportation Company Act, 1883;" and whereas the promoters of the said Act, namely: John C. Ainsworth, George J. Ainsworth and Enoch W. Blasdel have consented to the said Act being so amended:

Therefore Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:—

1. Nothing in the "Columbia and Kootenay Railway and Transportation Company Act, 1883," contained, shall authorize the Company to establish a line of steamships between the Province of British Columbia and any British or foreign country.

2. Section 17 of the said Act is hereby amended by striking out the word "fifteen" therein contained, and substituting in place thereof the word "twenty-one."

3. This Act shall be read and construed with the Act hereby amended and as part thereof.

AN ACT RESPECTING THE STORAGE OF GUN- POWDER AND OTHER EXPLOSIVE SUB- STANCES.

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:—

1. No powder magazine shall be kept or erected within the limits of any city in the Province, nor within two miles thereof.

2. The Lieutenant-Governor in Council shall, from time to time, make all necessary regulations, consistent with the

provisions of this Act, for the receipt, conveyance, storage, and delivery of gunpowder, or any other explosive substance, within two miles of the limits of any city.

3. No gunpowder, or other explosive substance, shall be stored, kept, conveyed, received, or delivered within two miles of any city, except in accordance with the regulations made, or to be made, by virtue of the last preceding Section.

4. Every building used for storage or keeping of any quantity of gunpowder, exceeding two hundred pounds in weight, or used for storage or keeping any quantity of any other explosive substances exceeding ten pounds in weight, shall be deemed a powder magazine within the meaning of this Act.

5. Every proprietor or lessee of any powder magazine shall be personally liable for any penalties imposed for the contravention of any regulations made by virtue of this Act, in respect of the conveyance of powder, or other explosive substance to or from such magazine.

6. The regulations to be made by virtue of this Act may impose penalties for all infractions thereof, or for any infraction of this Act; the same may be recovered in a summary manner, before any Justice of the Peace having jurisdiction within the said limits, who may order any person convicted before him of any such infraction, to pay such penalty or penalties with costs, forthwith, and in default of payment of such penalty or penalties with costs, to be imprisoned for a term not exceeding two months, unless the said penalty or penalties and costs, including the costs of conveyance to gaol be sooner paid.

7. Existing powder magazines and the proprietors thereof shall not be subject to the provisions of this Act for the period of one year from its passage.

8. This Act shall not apply to, nor affect, any magazine belonging to Her Majesty, nor to the conveyance of gunpow-

der or other explosive substance, or stores to and from Her Majesty's magazines by Her Majesty's naval or military forces, nor shall this Act apply to any magazine erected by proprietors of coal mines in, or about any colliery for colliery purpose, nor to any magazine erected by railway companies in or about the line of any railway for railway purposes, nor to the conveyance of gunpowder, or other explosive substances, to or from such magazines.

9. No nitro glycerine shall be kept in any building or else where except a license from the Governor in Council shall be first granted therefor.

10. Every person who shall keep or erect any powder magazine within the limits of any city in the Province, or within two miles of any city, shall be guilty of an offense against this Act and shall, upon conviction thereof by and before any two Justices of the Peace, be subject and liable to a penalty of any sum not exceeding five hundred dollars, and in default of payment shall be imprisoned for such period not exceeding three months, as the Justices may direct.

11. This Act may be cited as the "Explosive Substances Act, 1884."

AN ACT TO ENCOURAGE THE MANUFACTURE OF WOOLLEN GOODS IN BRITISH COLUMBIA.

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows :—

1. There shall be paid out of the Consolidated Revenue a sum of three thousand dollars to any person who will erect at some suitable place in the Province a Woollen Mill, containing good and sufficient machinery for a one-set mill

with five looms, and at least four hundred spindles, capable of manufacturing annually not less than fifty thousand pounds of wool into yarns, blankets, flannels, tweeds, &c.

2. Such payment shall be made at any time after the expiration of three months from the time the mill shall have been completed to the satisfaction of the Lieutenant-Governor-in-Council.

3. The Act, 44 Vic., ch. 28, intituled "An Act to encourage the manufacture of woollen goods in British Columbia," is hereby repealed.

AN ACT RELATING TO THE CUTTING OF TIMBER UPON THE PROVINCIAL LANDS, AND FOR THE PURPOSE OF DERIVING A REVENUE THEREFROM.

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows :—

1. The words "Crown lands" in this Act mean lands which are the property of the Province, and shall not include lands which are leased.

2. It shall be unlawful for any person, without a license in that behalf, to be granted as hereinafter mentioned, to cut, fell, or carry away any trees or timber upon or from any of the Crown lands of this Province.

3. Every person who shall violate the provisions of the preceding section, shall, for each offence, be liable to a penalty of not less than five dollars nor more than five hundred

dollars, to be recovered in a summary manner, upon the complaint of any person, before any Stipendiary Magistrate, or two Justices of the Peace, and in default of payment by imprisonment not exceeding thirty days.

4. Any person desirous of cutting or felling or carrying away trees or timber from Crown lands may obtain a license to that effect upon complying with the following provisions :

- (a.) He shall first stake out the land sought for in the manner prescribed by the law relating to the purchase of land from the Crown.
- (b.) He shall, after making the application for the license, publish for a period of thirty days in the British Columbia Gazette and in any newspaper circulating in the District in which the lands lie, notice of his application for a timber license, and shall in such notice give the best description of the land applied for, specifying metes and bounds and such further particulars, if any, as may be required by the Chief Commissioner.

5. In the event of any adverse claim being filed with the Chief Commissioner he may hear and decide upon the same.

6. No timber license shall be granted for a larger area than one thousand acres of land, nor shall the license be granted for a longer period than four years. The license shall not be transferable, and may be surrendered at any time. No person shall be entitled to more than one license at the same time. The licensee shall pay to the Chief Commissioner, for the use of Her Majesty, annually during the currency of the license, the sum of ten dollars therefor, the first payment to be made upon the granting of the license, and thereafter annually. In default of payment the license shall be void.

7. No timber license shall be granted in respect of lands forming the site of any Indian settlement or reserve

and the Chief Commissioner may refuse to grant a licence in respect of any particular land, if in the opinion of the Lieutenant-Governor in Council it is deemed expedient in the public interest so to do.

8. The license may be in the form No. 1, set forth in the Schedule to this Act.

9. Every licensee shall keep an account in writing of the number of trees felled by him upon the land embraced within his license, and shall, at the expiration of every six months, during the currency of his license, make and furnish to the Chief Commissioner a statement in writing verified by declaration to be made before a Justice of the Peace, shewing the number of trees so felled, and shall then forthwith pay to the Chief Commissioner for the use of Her Majesty, in respect of each tree felled, the sum of fifteen cents.

10. The licensee shall, if required, produce to the Chief Commissioner the original account of trees felled.

11. If the licensee shall not keep an account in writing of the number of trees felled under the license, or shall not render to the Chief Commissioner the statement in writing aforesaid, or shall wilfully make a false statement, he shall be liable to a penalty of not less than five dollars nor more than two hundred and fifty dollars, to be recovered as aforesaid, and in default of payment by imprisonment not exceeding thirty days.

12. The preceding sections of this Act shall not be construed so as to inflict penalties upon free miners engaged in prospecting or mining, nor upon travellers, nor upon persons engaged in merely scientific pursuits or exploring, nor upon farmers cutting timber for purposes connected with their farms, nor upon proprietors of coal mines cutting timber for colliery purposes, nor upon persons cutting cordwood for fuel for their own use, or for the use of steamers, or for school purposes.

13. In reckoning the number of trees felled, there shall not be included small timber used for skids, levers, rafting stuff, or the like.

14. If any person, without authority or otherwise than is permitted by this Act, cuts or employs, or induces any other person to cut, or assists in cutting, any timber of any kind, on any of the Crown lands, or removes or carries away any merchantable timber of any kind so cut from any Crown lands, he shall not acquire any right to the timber so cut, or any claim to any remuneration for cutting, preparing the same for market, or conveying the same to or towards market. And such timber may be seized by the Chief Commissioner, or any Government Agent, or by any Inspector, appointed under this Act, and shall be sold for the benefit of the Crown :

- (a.) When the timber or saw logs made, has or have been removed by any such person out of the reach of the Chief Commissioner, or Assistant Commissioner, or any Inspector appointed, as hereinafter mentioned, such person shall, in addition to the loss of his labour, and disbursements, forfeit a sum of one dollar for each tree (rafting stuff excepted) which he is proved to have cut or caused to be cut or carried away:
- (b.) Such sum shall be recovered with costs in the name of the Chief Commissioner, or any Government Agent, in any Court having jurisdiction in civil matters to the amount of the penalty :
- (c.) In such cases it shall be incumbent upon the party charged to prove his authority to cut.

15. Where timber has been cut, without authority, on Crown lands, and has been made up with other timber into a crib, dam or raft, or in any other manner has been so mixed up as to render it impossible, or very difficult to distinguish the timber so unlawfully cut on Crown lands from other tim-

ber with which it is mixed up, the whole of the timber so mixed up shall be held to have been cut without authority on public lands, and shall be liable to seizure and forfeiture until separated by the holder, satisfactorily to the officer making the seizure.

16. The officer making the seizure may, in the name of the Crown, call in any assistance necessary for securing and protecting the timber seized.

17. All timber seized under this Act shall be deemed to be condemned, unless the person from whom it was seized, or the owner thereof, within one month from the day of the seizure, give notice to the seizing officer, or nearest Government Agent, that he claims, or intends to claim the same; failing such notice, the officer or agent seizing shall report the circumstances to the Chief Commissioner, who may order the sale of the said timber by the said officer or agent, after a notice of at least thirty days.

18. Any Supreme Court Judge may, upon petition in a summary way, try and determine such seizures, and may order the delivery of the timber to the alleged owner, upon his giving security, by bond, with two good and sufficient sureties, to pay double the value, in case of condemnation.

- (a.) Such bond shall be taken in the name of the Chief Commissioner to her Majesty's use, and shall be delivered up to and kept by the Chief Commissioner;
- (b.) If such seized timber is condemned, the value thereof shall be forthwith paid to the Chief Commissioner, and the bond cancelled, otherwise the penalty shall be enforced and recovered.

19. Every person availing himself of any false statement or oath, to evade the payment of any moneys payable under this Act, in respect of timber, shall forfeit the timber in respect of which payment of such moneys is attempted to be evaded.

20. The Lieutenant-Governor in Council may, from time to time define timber districts, and may appoint an Inspector of timber for each district.

21. Every Inspector shall, before entering upon the duties of his office, take and subscribe an oath that he will faithfully discharge the duties of his office to the best of his knowledge and ability.

22. Every Inspector shall execute a bond to her Majesty, with two or more sureties to be approved of by the Chief Commissioner, in the sum of five hundred dollars, conditioned that he and his deputies will faithfully perform their duties as timber Inspectors.

23. Each Inspector shall have the right to appoint one or more Deputy Timber Inspectors for his district.

24. No logs shall be sawn in any mill, or otherwise manufactured into lumber, or other material, in any mill, until the logs shall have been scaled and measured, and the timber dues hereinafter mentioned paid; but the provisions of this section shall not apply to logs cut from any lands demised by the Crown, in the lease whereof a rent of ten cents or upwards an acre shall be reserved nor shall such provisions apply to logs which shall be cut from land held by pre-emption or under Crown grant.

25. The logs shall be scaled and measured at the mill by the Inspector of the district in which the mill is situated, or by his deputy.

26. On the scaling and measurement of saw logs, the Inspector or his deputy making the same, shall make out a bill stating therein the number of feet, board measure, contained in such logs, and the name of the owner; and the Inspector or his deputy shall enter in the books of his office a copy of such bill. Another copy of the bill shall be made out and delivered to the owner or his agent, with a certificate thereto attached, that it is a true and correct bill, which bill so certified, shall, for the purpose of ascertaining the amount

of timber dues to be paid in respect of such logs, be presumptive evidence of the facts therein contained and of the correctness of such scalement or measurement.

27. The scale and rule by which the quantity of logs shall be determined is the rule laid down and prescribed in Scribner's Lumber and Log Book, as copyrighted in 1882, by George W. Fisher, of Rochester, New York.

28. There shall be payable and paid by the owner of the logs to the Inspector or Deputy Inspector, to and for the use of Her Majesty, the sum of twenty cents, for each and every one thousand feet, board measure, contained in such logs, and until the same shall be paid, the logs shall not be taken into the mill or removed from where they were scaled, and a lien for such timber dues shall attach to the logs until the dues are paid, and as soon as the logs are scaled and measured and until payment of the dues, the Inspector or his deputy may take and hold possession of the logs.

29. Every Inspector or his deputy shall in scaling or measuring logs make such allowance for hollow or crooked, or otherwise defective logs, as would make them equal to good, sound, straight, and merchantable logs.

30. Every Inspector appointed under this Act shall be paid by a commission to be fixed by the Lieutenant-Governor in Council.

31. This Act shall not apply to the cutting of trees known as hemlock.

32. The Chief Commissioner may cancel any timber license granted under the provisions of this Act, if, in his opinion, the licensee shall not continuously proceed to cut and manufacture the timber within the limits of his license.

33. This Act may be cited as the "Timber Act, 1884."

AN ACT TO CONSOLIDATE AND AMEND THE
LAWS RELATING TO GOLD AND OTHER MIN-
ERALS EXCEPTING COAL.

[18th February, 1884.]

HER MAJESTY, by and with the advice and consent of the
Legislative Assembly of the Province of British Columbia,
enacts as follows:—

1. In the construction of this Act the following expres-
sions shall have the following meanings respectively, unless
inconsistent with the context:—

The word "mine" shall mean any land in which any vein,
stratum, or natural bed of earth or rock shall be
mined for gold or other minerals except coal:

The word "claim" shall mean the personal right of pro-
perty or interest in any mine, and may include a min-
eral claim; and in the term "mining property" shall
be included every claim, ditch, or water privilege used
for mining purposes, and all other things belonging
thereto or used in the working thereof:

"B. : diggings" shall mean any mine over which a river
extends when in its flooded state:

"Dry Diggings" shall mean any mine over which a river
never extends:

The mines on benches shall be known as "bench dig-
gings," and shall for the purpose of defining the size
of such claims be excepted from "dry diggings:"

"Streams and ravines" shall include water-courses,
whether, usually containing water or not, and all rivers,
creeks and gulches:

"Ditch" shall include a flume or race, or other artificial
means for conducting water by its own weight, to be
used for mining purposes:

"Ditch head" shall mean the point in a natural water-course or lake where water is first taken into a ditch :

"Free Miner" shall mean a person named in, and lawfully possessed of, a valid existing free miner's certificate, and no other :

The words **"record," "register,"** and **"registration,"** shall have the same meaning :

"Full interest" shall mean any mining claim or mineral claim of the full 'size; or one of several shares into which a mine may be equally divided.

"Close season" shall mean the period of the year during which claims are in general laid over :

"Cause" shall include any suit or action :

"Judgment" shall include **"Order"** or **"Decree :"**

"Act" shall include **"Ordinance :"**

The word **"Mineral"** shall include all minerals, precious or base, (other than coal) found in veins or lodes, or rock in place, and whether such minerals are found separately or in combination with each other.

The term **"Real Estate"** as used in this Act shall mean any mineral land held in fee simple under this or any Act relating to Gold Mines, or minerals other than coal :

"Joint Stock Company" shall mean any Company duly incorporated for mining purposes.

2. The Acts and parts of Acts mentioned in this Section shall stand repealed and be repealed ; but such repeal shall not be deemed to imply that any of the said Acts or parts of Acts which have been repealed at any time prior to the passing of this Act have been in force since such repeal : Provided further, that such repeal shall not affect any rights acquired or any liabilities or penalties incurred or any act or thing done under any of the said Acts or parts of Acts :—

The "Gold Mining Ordinance, 1867," save and except Sections 4, 5, 6, 7, 8, 9, 13, 14 and 15 :

The "Mineral Ordinance, 1869 :"

No. 14, 1872—An Act to amend "The Gold Mining Ordinance, 1867 :"

Sections 21 and 22 of No. 3, 1873, being the "Mineral Ordinance Amendment Act, 1873 :"

No. 4, 1873—An Act to amend "The Gold Mining Ordinance, 1867," and "The Gold Mining Amendment Act, 1872 :"

No. 14, 1873—An Act to amend "The Gold Mining Ordinance, 1867," by giving County Court Judges jurisdiction over the Mining Court, as constituted under the said Ordinance, and to declare the powers of the said County Court Judges, and to regulate the procedure in relation thereto :

No. 3, 1874—An Act to amend the several Acts relating to Gold Mining, and to make provision for the security of Mining Property acquired in certain parts of the Province:

No. 26, 1876—An Act to amend the Gold Mining Amendment Act, 1873 :"

No. 14, 1877—An Act relating to Minerals other than coal :

No. 35, 1877—An Act to amend the Gold Mining Amendment Act, 1872 :"

Cap. 13, 1878—An Act relating to Minerals other than Coal, found in Lodes or Veins, and to amend the "Gold Mining Ordinance, 1867 :"

Cap. 15, 1881—An Act to amend the Gold Mining and Mineral Acts:

Cap. 19, 1883—An Act to amend the "Mineral Act, 1882."

3. This Act shall be divided into eleven parts:—

The first part relating to some of the powers of Gold Commissioners, and to County Court jurisdiction in mining cases and appeals.

The second part to free miners and their privileges:

The third part to the registration of claims and free miners' general rights:

The fourth part to the nature and size of claims, including mineral claims:

The fifth part to bed-rock flumes:

The sixth part to the drainage of mines:

The seventh part to mining partnerships and limited liability:

The eighth part to administration of the mining property of deceased miners:

The ninth part to leases:

The tenth part to ditches:

The eleventh part to the penal and miscellaneous clauses:

* * * * *

5. The Gold Commissioner may lay over any or all claims for such period and reasons as he may think proper.

And any company, free miner, or party of free miners, who shall discover a new lode or vein containing minerals as defined by this Act shall upon such discovery being established to the satisfaction of a Gold Commissioner be entitled to a leave of absence therefrom for six months.

6. Where the supply of water is insufficient to work hydraulic or other claims requiring water to enable them to be

worked, such claims shall be laid over by virtue of this section during such insufficiency, but no longer, except by leave of the Gold Commissioner.

7. Every Free Miner, or Company of Free Miners, shall be entitled to a leave of absence for one year from his or their claim or set of claims,—

- (a). Upon proving to the Gold Commissioner that he or they has or have expended on such claim or any portion of the set of claims, in cash, labour, or machinery an amount equal to \$1,000 on each full interest, without any return of gold or other minerals in reasonable quantities from such expenditure :
- (b). Upon the application for such leave being signed by all the owners of the claim or set of claims.

Such leave of absence shall not be deemed to relieve the party holding the same from carrying out the provisions of this Act respecting Free Miners' licences and records of the claims above mentioned; nor shall this section be deemed to affect the discretionary power of the Gold Commissioner with respect to granting a leave of absence under other conditions.

WHO MAY BE FREE MINERS, AND THEIR PRIVILEGES.

Every person over but not under sixteen years of age shall be entitled to hold a claim. Minors, who shall become free miners, shall, as regards their mining property and liabilities contracted in connection therewith, be treated as adults.

Upon payment of the sums hereinafter mentioned, any such person shall be entitled to a free miner's certificate signed by a Gold Commissioner or Mining Recorder, and in form according to law.

A free miner's certificate may be granted for one year, or three years, from the date thereof, upon the payment therefor of five dollars for one year, and fifteen dollars for three years. A certificate shall not be transferable, and only one person shall be named therein.

If any such certificate be accidentally destroyed or lost, the owner thereof may, on payment of two dollars and fifty cents, have a true copy of it, signed by a Gold Commissioner or Mining Recorder.

Every free miner shall, during the continuance of his certificate, but not longer, have the right to enter upon any waste lands of the Crown not for the time being lawfully occupied by any other person.

All claims, not being real estate, must be re-recorded annually; but any free miner may record his claim for a period of two or more years, upon payment of two dollars and fifty cents for each year included in such record.

The interest of a free miner in his claim shall, save as to claims held in fee simple, be deemed to be a chattel interest, equivalent to a lease, for such period as the same may have been recorded, renewable at the end thereof, and subject to the conditions as to forfeiture, working, representation, registration, and otherwise, for the time being in force with respect to claims.

Every free miner shall, during the continuance of his certificate, have the exclusive right of entry upon his own claim, for the miner-like working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom; provided, that his claim be duly registered, and faithfully and not colorably worked; but he shall have no surface rights therein. Provided also, that the Gold Commissioner may, upon application made to him, allow adjacent claim-holders such right of entry thereon as may be absolutely necessary for the working of their claims, and upon such terms as may to him seem reasonable.

In addition to the above rights, every registered free miner shall be entitled to the use of so much of the water naturally flowing through or past his claim, and not already lawfully appropriated, as shall in the opinion of the Court having jurisdiction in mining disputes be necessary for the due working thereof.

NATURE AND SIZE OF CLAIMS.

The size of claims shall be as follows :—

For “bar diggings” a strip of land 100 feet wide at high water mark, and thence extending into the river to its lowest water level.

For “dry diggings” 100 feet square.

“Creek claims” shall be one hundred feet long, measured in the direction of the general course of the stream, and shall extend in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart the claim shall be one hundred feet square.

“Bench claims” shall be one hundred feet square.

“Mineral claims,”—that is, claims containing, or supposed to contain, minerals, precious or base (other than coal), in lodes or veins, or rock in place—shall be 1500 feet long by 600 feet wide, as hereinafter provided.

If any free miner, or party of free miners, shall discover a new mine, and such discovery shall be established to the satisfaction of a Gold Commissioner, claims of the following size, in dry, bar, bench, creek, or hill diggings, shall be allowed, viz :—

To one discoverer	300 feet in length ;
To a party of two discoverers.....	600 do.
To a party of three discoverers	800 do.
To a party of four discoverers.....	1000 do.

And to each member of a party beyond four in number, a claim of the ordinary size only.

All claims shall be as nearly as possible rectangular in form and marked by four pegs, at least four inches square, standing not less than four feet above the surface and firmly fixed in the ground. No boundary peg shall be concealed or

moved without the previous permission of the Gold Commissioner. Any tree may be used as a stake, provided that it be cut down to at least the legal height and the stump squared as above.

For full information see Provincial Act, 47 Vic., Chap. 10, 18th Feb., 1884.

SHIPPING.

APPENDIX NO. II.

Annual return showing the description, number and tonnage of vessels built and registered at the port of Victoria, during the fiscal year ending 30th June, 1884:

	<i>Tons.</i>
SCREW STEAMERS built, 1 in number.....	7.03
SAILING SCHOONERS built, 1 in number.....	23.35
TOTAL TONNAGE of vessels built during the year.....	30.38
SCREW STEAMERS registered, 1 in number.....	218.78
PADDLE-WHEEL STEAMERS registered, 2 in number..	1,276.84
SAILING SCHOONERS registered, 1 in number.....	42.89
SAILING SLOOPS registered, 1 in number.....	4.74
BARGES registered, 1 in number.....	344.63
TOTAL TONNAGE of vessels registered during the year..	1887.88
TOTAL NUMBER OF VESSELS built during year.....	2 in number
TOTAL NUMBER OF VESSELS registered during year..	6 in number

APPENDIX NO. III.

Port of Victoria, B. C.—Statement of Vessels, British and Foreign, employed in the coasting trade of the Dominion

of Canada, which have arrived at or departed from this port during the fiscal year ending 30th June, 1884:

ARRIVED.

	<i>In Number.</i>	<i>Tons.</i>	<i>Number of Crew.</i>
Screw Steamers.....	249	22,081	1,917
Paddle Steamers.....	321	152,954	5,120
Stern-wheel Steamers....	76	50,943	1,121
Schooners	88	6,036	424
Sloops.....	60	456	80
Barges.....	1	345	5
Total	795	232,815	8,667

DEPARTED.

	<i>In Number.</i>	<i>Tons.</i>	<i>Number of Crew.</i>
Screw Steamers.....	259	23,105	2,060
Paddle Steamers.....	317	152,279	5,142
Stern-wheel Steamers....	74	50,247	1,082
Schooners	85	4,575	322
Sloops.....	48	313	63
Barges.....	3	1,035	15
Total	786	231,494	8,684

RECAPITULATION.

	<i>Vessels.</i>	<i>Tonnage.</i>	<i>Crew.</i>
Arrived under coasting license, British	795	232,815	8,667
Departed " " " "	786	231,494	8,684
Total	1,581	464,309	17,351

APPENDIX NO. IV.

Port of Victoria, B. C.—Statement exhibiting the number of vessels with their tonnage and crews which arrived at and departed from this port (seaward) during the fiscal year end-

ing the 30th June, 1884, distinguishing countries to which they belong, and not including vessels trading between ports within the Dominion:

ARRIVED.

<i>Under What Flag.</i>	<i>Number.</i>	<i>Tons.</i>	<i>Crew.</i>
British	81	66,519	1,652
United States	737	440,536	22,382
French	1	540	15
Norwegian and Swedish	1	656	14
Bolivian	2	1,831	30
Hawaiian (Sandwich Islands) ..	1	1,121	20
Total	823	511,203	24,113

DEPARTED.

<i>Under What Flag.</i>	<i>Number.</i>	<i>Tons.</i>	<i>Crew.</i>
British	71	61,714	1,426
United States	716	421,647	21,766
French	1	540	15
Norwegian and Swedish	1	656	14
Bolivian	2	1,831	30
Total	791	486,388	23,251

RECAPITULATION.

	<i>Number.</i>	<i>Tons.</i>	<i>Crew.</i>
ARRIVED:—British Steamers....	55	47,055	1,199
British Sailing Vessels.....	26	19,464	453
Foreign Steamers.....	629	355,279	20,960
“ Sailing Vessels.....	113	89,405	1,501
Total of British Vessels.....	81	66,519	1,652
“ Foreign Vessels.....	742	444,684	22,461
“ British and Foreign..	823	511,203	24,113
DEPARTED:—British Steamers...	51	45,740	1,127
British Sailing Vessels.....	20	15,974	299
Foreign Steamers.....	626	354,688	20,664
“ Sailing Vessels.....	94	70,006	1,161
Total of British Vessels.....	71	61,714	1,426
“ Foreign Vessels.....	720	424,674	21,825
“ British and Foreign..	791	486,388	23,251

APPENDIX NO. V.

Port of Victoria, B. C.—*Statement of Vessels, British, Canadian and Foreign, entered inwards from sea, at this port, during the fiscal year ending the 30th June, 1884:

* This does not include vessels trading between ports within the Dominion, but *does* include Great Britain and her colonies.

BRITISH WITH CARGOES.

<i>From.</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United Kingdom.....	12	7,553 tons.	10,699 tons.	228
United States.....	28	25,363 "	2,061 "	646
China.....	2	1,440 "	872 "	57

CANADIAN WITH CARGOES.

<i>From.</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	5	828 tons.	120 tons.	41.

FOREIGN WITH CARGOES.

<i>From.</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United Kingdom....	1	656 tons.	1,000 tons.	14
United States.....	460	243,287 "	28,852 "	14,246
Sandwich Islands...	1	441 "	34 "	16
China.....	4	3,265 "	2,600 "	65

BRITISH IN BALLAST.

<i>From.</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	21	25,274 tons.	....	473
Sandwich Islands....	1	966 "	....	17
Japan.....	3	2,451 "	....	51
China.....	1	1,031 "	....	17

CANADIAN IN BALLAST.

<i>From.</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	8	1,613 tons.	....	122

FOREIGN IN BALLAST.

<i>From.</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	264	185,784 tons.	....	7,922
Chili.....	2	1,836 "	....	34
Fiji Islands.....	1	637 "	....	15
Sandwich Islands...	5	4,144 "	....	77
Japan.....	2	2,390 "	....	39
Mexico.....	1	859 "	....	15
China.....	1	1,385 "	....	18

RECAPITULATION.

<i>WITH CARGOES.</i>	<i>No.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
British.....	42	34,356 tns.	13,632 tns.	931
Canadian.....	5	828 "	120 "	41
Foreign.....	466	247,649 "	32,486 "	14,341
Total.....	513	282,833	46,238	15,313
VESSELS IN BALLAST.				
British.....	26	29,722 tons.	....	558
Canadian.....	8	1,613 "	....	122
Foreign.....	276	197,035 "	....	8,120
Total.....	310	228,370	....	8,800
Grand Total...	823	511,203	46,238	24,113

APPENDIX NO. VI.

Port of Victoria, B. C.—Statement of vessels, British, Canadian and Foreign, entered outwards for sea, at this port, during the fiscal year ending the 30th June, 1884:

BRITISH WITH CARGOES.

<i>For</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United Kingdom...	6	4,053 tons.	3,751 tons.	88
United States.....	49	52,502 "	95,692 "	1,105

CANADIAN WITH CARGOES.

<i>For</i>	<i>No. of Vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	1	219 tons.	25 tons.	19

FOREIGN WITH CARGOES.

<i>For</i>	<i>No. of vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	262	195,463 tns.	119,580 tns.	8,394
China.....	1	800 "	492 "	10
Sandwich Islands...	7	4,111 "	6,965 "	86
Australia.....	1	904 "	8 "	18

BRITISH IN BALLAST.

<i>For</i>	<i>No. of vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	6	4,070 tons.	....	118

CANADIAN IN BALLAST.

<i>For</i>	<i>No. of vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	9	870 tons.	....	96

FOREIGN IN BALLAST.

<i>For</i>	<i>No. of vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
United States.....	449	223,396 tons.	....	13,317

RECAPITULATION.

<i>WITH CARGOES.</i>	<i>No. of vessels.</i>	<i>Register.</i>	<i>Freight.</i>	<i>Crew.</i>
British.....	55	56,555 tns.	99,443 tns.	1,193
Canadian.....	1	219 "	25 "	19
Foreign.....	271	201,278 "	130,321 "	8,508
Total.....	327	258,052	229,789	9,720

IN BALLAST.

British.....	6	4,070 tns.	....	118
Canadian.....	9	870 "	....	96
Foreign.....	449	223,396 "	....	13,317
Total.....	464	228,336	....	13,531
Grand Total...	791	486,388	229,789	23,251

EXPORTS.

APPENDIX NO. VII.

Exported foreign from the Port of Victoria, B. C., for the fiscal year ending 30th June, 1884:

PRODUCE OF THE MINES.

Gold, in dust and bars.....	\$ 671,379
Coal, 218,856 tons	766,018
Iron Ore, 1,830 tons.....	3,660
Lead Ore, 8 tons.....	5
<hr/>	
Total Mines	\$1,441,062

PRODUCE OF THE FISHERIES.

Salmon, canned, 7,269,584 lbs	\$792,663
Clams, preserved, 960 lbs	120
Salmon, pickled, 1,872 barrels.....	15,308
Fish Oil, 39,251 gallons	15,017
Oolachans, smoked, 2,650 lbs	260
Oolachans, pickled, 10 barrels.....	95
Black Cod, pickled, 500 lbs	32
Marine Furs.....	70,184
Fish Manure, 263 lbs.....	4
Whalebone, 40 lbs	10
<hr/>	
Total Fisheries.....	\$893,693

PRODUCE OF THE FOREST.

Laths, Pailings, &c., 588 thousand	\$ 1,226
Planks and Boards, 276,651 M ft.....	2,350
Yellow Cedar, 1,000 ft	47
<hr/>	
Total Forest	\$ 3,623

ANIMALS AND THEIR PRODUCE.

Horned Cattle, 3 in number	\$ 65
Horses, 1 in number	50
Deef, fresh, 27,962 lbs.	2,736
Beef, salted, 19,000 lbs.	1,305
Poultry	35
Furs, undressed	209,163
Hides and Skins	47,810
Tallow, 3,583 lbs.	251
Wool, 61,554 lbs.	9,451
Total Animals, &c.	<u>\$270,866</u>

MANUFACTURES.

Bricks, 117 M:....	\$ 529
Printed labels.....	944
Machinery	40
Total Manufactures.....	<u>\$ 1,513</u>

AGRICULTURAL PRODUCTS.

Hops, 5,385 lbs.	\$ 1,615
Vegetables.....	10
Total Agricultural.....	<u>\$ 1,625</u>

MISCELLANEOUS.

Indian Curios.....	\$ 1,225
Total Miscellaneous.....	<u>\$ 1,225</u>

RECAPITULATION.

Produce of the Mine.....	\$1,441,062
Produce of the Fisheries	893,693
Produce of the Forest.....	3,623
Animals and Produce.....	270,866
Manufactures.....	1,513
Carried forward.....	<u>\$2,610,757</u>

Brought forward.....	\$2,010,757
Agricultural Products.....	1,625
Miscellaneous.....	1,225
<hr/>	
Total Goods, produce of Canada.....	\$2,613,607
Total Goods, not produce of Canada.....	25,287
<hr/>	
Grand Total.....	\$2,638,894
Decrease as compared with the year 1883.....	\$ 344,099

IMPORTS.

APPENDIX NO. VIII.

Port of Victoria, B. C., for the fiscal year ending 30th June, 1884:

DUTIABLE GOODS—value of total imports.....	\$3,077,808 00
“ “ ent'd for home consumption..	2,967,295 00
“ “ amount of duty paid on....	790,675 91
FREE GOODS—value of total imports.....	365,817 00
“ entered for home consumption...	366,815 00
“ leaf tobacco subject to excise....	32,110 00
“ leaf tobacco ent'd for consumpt'n	36,928 00
TOTAL VALUE OF IMPORTS.....	3,475,735 00
“ “ of goods entered for home consumption.....	3,371,038 00
“ “ imports from Eastern Canada f'm 1st July, 1883, to 30th June, 1884, (in excess of the above).	788,287 00

The Board is indebted to the officers of H. M. Customs for their usual courtesy in supplying the valuable information relative to “Shipping and Customs.”

LUMBER EXPORTS

APPENDIX NO. IX.

FROM BURRARD INLET, B. C., 1ST JULY TO 31ST DECEMBER,
1882.

(Omitted in last Annual Report.)

July, 1882.	Rough Lumber, -	2,518,885 feet	\$36,665 45
	T. & G. Lumber, -	361,851 feet	
	Pickets, in feet, - -	35,481 feet	
	Pickets, in bundles, -	2,365 bdls	
	Laths, in bundles, -	34,236 bdls	
Aug. 1882.	Rough Lumber, -	1,489,367 feet	\$28,307 35
	T. & G. Lumber, -	215,736 feet	
	Pickets, in feet - -	24,306 feet	
	Laths, in bundles, - -	18,500 bdls	
	Spars, in number, -	1,240 No.	
Sept. 1882.	Rough Lumber, -	3,353,302 feet	\$51,207 37
	T. & G. Lumber, -	238,153 feet	
	Dressed Cedar, - -	3,018 feet	
	Dressed Lumber, -	66,016 feet	
	Pickets, in feet, - -	125,949 feet	
	Laths, in feet, - -	433,700 feet	
	Laths, in bundles, - -	531 bdls	
Oct. 1882.	Rough Lumber, -	2,200,294 feet	\$31,650 95
	T. & G. Lumber, -	208,683 feet	
	Pickets, in feet, - -	66,295 feet	
	Laths, in feet, - -	224,000 feet	
	Laths, in bundles, - - -	270 bdls	
Nov. 1882.	Rough Lumber, -	2,379,627 feet	\$33,917 09
	T. & G. Lumber, -	352,178 feet	
	Pickets, in feet, - -	36,393 feet	
	Laths, in feet, - -	140,900 feet	
	Laths, in bundles, - -	1,556 bdls	
Dec. 1882.	Rough Lumber, -	3,152,001 feet	\$49,907 39
	T. & G. Lumber, -	479,431 feet	
	Pickets, in feet, - -	3,667 feet	
	Laths, in feet, - -	55,000 feet	

RECAPITULATION.

Rough Lumber,	-	-	-	-	-	-	-	15,093,476
Tongued and Grooved,	-	-	-	-	-	-	-	1,856,032
Dressed Cedar,	-	-	-	-	-	-	-	3,018
Dressed Lumber,	-	-	-	-	-	-	-	66,016
Pickets in feet,	-	-	-	-	-	-	-	292,091
Laths in feet,	-	-	-	-	-	-	-	853,600
*Pickets in bundles,	-	-	-	-	-	-	-	2,365
*Laths in bundles,	-	-	-	-	-	-	-	55,093
*Spars in number,	-	-	-	-	-	-	-	1,240
Total,	-	-	-	-	-	-	-	18,164,233

VALUE OF SAID EXPORTS BY MONTHS

July,	-	-	-	\$36,665	45	October,	-	-	\$31,650	95
August,	-	-	-	28,307	35	November,	-	-	33,917	09
September,	-	-	-	51,207	37	December,	-	-	49,907	39
Total,	-	-	-	-	-	-	-	-	\$231,655	60

Those marked (*) are not included in the 18,164,233 feet but *are* in the \$231,655 60 value; all of which figures are compiled from the Monthly Shipping List published by our American Cousins, and like the anchorage in Royal Roads, not, presumably, over estimated, but in said Roads, vessels *can*, nevertheless, ride out any gale if properly anchored in keeping with Sailing Directions and provided with efficient anchors and cables.

MOODYVILLE SAW MILL CO., LD.—SHIPPING, 1883.

APPENDIX NO. X.

Destination	Rig.	Name	Tons.	Rough.	Dressed	Pickets	Laths	Spars
Australia.	Bt. ship	Geruan.....	1,476	1,101,311	.....	18,157	291	.....
"	Bt. bk.	Hattie Tapley...	906	591,629	100,709	301,881	221	.....
"	"	Jubilee.....	789	240,041	132,507	.....	383	.....
"	"	Pacific Slope....	799	599,227	192,680	21,037	124	.....
"	"	Nanaimo.....	897	462,319	.....	18,048	22	.....
"	"	Moravian.....	986	327,328	153,861	.....	747	.....
"	Haw. bk	Thos. D. Foster..	1,305	847,409	.....	14,400	144	.....
"	Bt. "	St. Lawrence....	1,073	431,704	209,815	.....	556	18
"	"	Martha.....	853	400,768	.....	18,663	295	.....
"	"	Fleetwing.....	786	370,815	.....	163,646	152	.....
"	"	Ellen.....	499	379,845	65,297	3,830	69	.....
"	Am.ship	Jer'h Thompson..	1,831	1,061,049	.....	32,440	248	.....
Total...			11,900	6,873,534	859,930	821,505	3,222	18
S. America.	Am.ship	Jno. Da Costa...	1,780	683,419	225,273	.....	.....	.....
"	Bt. bk.	Rover of the Seas	417	278,417	44,759	.....	.....	.....
"	"	Elizabeth Oatle..	441	474,313	101,133	.....	.....	.....
"	"	Lebu.....	729	390,577	150,089	.....	.....	.....
"	Bt. ship	Jessie Oshawa...	1,075	629,951	150,294	.....	.....	.....
"	Nor. bkt	Prof Norlenak'd	453	295,650	61,931	.....	.....	.....
"	Am.ship	Alice M. Minott..	1,139	504,338	296,338	.....	.....	.....
Total...			6,301	3,204,065	1,032,769	.....	.....	.....
China.	Bt. bk.	Chiu See.....	788	481,196	21,142	.....	.....	.....
"	"	Antwerp.....	1,004	848,338	16,109	20,199	47	.....
Total...			1,792	1,329,534	37,242	20,199	47	.....
Japan.	Bt. bk.	Mindora.....	974	524,577	.....	.....	.....	87
Total...			974	524,577	.....	.....	.....	87
Figi.	Am. sch	Letetia.....	246	145,655	80,116	.....	.....	.....
"	Am brig	Sea Waif.....	260	129,752	82,079	.....	.....	.....
Total...			506	275,407	162,195	.....	.....	.....
England.	Bt. bk.	Rainbow.....	823	132,372	.....	.....	.....	346
"	"	Princess Royal..	536	98,729	.....	.....	.....	130
Total...			1,359	231,101	.....	.....	.....	476
Local.				504,895	276,598	.....	372	.....

Total Foreign Shipment; 26 Vessels, 22,592 tons.

Total Foreign Shipment.....	14,889,564	Rough lumber, feet superficial...	12,438,818
Total local to Victoria.....	1,181,293	Dressed lumber, superficial feet.	2,089,039
Total on board Vessels in port.....	456,330	Pickets, superficial feet.....	341,707

Total.....	16,507,237	Total.....	14,889,564
Laths, M.....	3,641	Spars.....	538

HASTINGS MILL CO.—SHIPPING, 1883.

APPENDIX NO. XI.

Destination	Rig.	Name.	Tons.	Rough.	Dressed.	Pickets	Laths	Spars
Australia.	Bt. ship	Chrysolite.....	1,278	951,905	.....	.....	.....	.....
"	Bt. bark	Lady Bowen.....	892	428,306	280,226	12,900	47	.....
"	Am. b'k	Mathilde.....	819	710,663	.....	24,300	41	.....
"	Bt. bark	Sir W. Wallace..	967	504,277	225,718	10,200	56	.....
"	" "	Florence Treat..	790	439,296	116,975	34,650	.....	.....
"	" "	Priscella.....	766	365,179	172,167	16,000	84	.....
"	" "	Mindora.....	974	708,684	.....	.....	.....	.....
"	Fr. bark	Jean Pierre.....	637	489,968	.....	21,375	48	.....
"	Nor. b'k	Staut.....	582	370,625	98,960	24,300	20	.....
"	Am. b'k	El Dorado.....	1,140	810,488	.....	.....	.....	.....
Total...	.....	.....	8,845	5,779,361	873,744	143,625	296	.....
S. America.	Bt. ship	Duke of Argyle.	960	452,185	150,070	.....	.....	.....
"	" "	D'ke of Abercorn	1,049	638,725	91,367	.....	.....	.....
"	Bt. bark	Marina.....	646	391,339	99,143	.....	.....	.....
"	" "	Elmstone.....	698	378,289	164,228	.....	.....	.....
"	" "	D. H. Morris..	1,192	885,660	117,824	.....	.....	.....
Total...	.....	.....	4,545	2,746,178	622,632	.....	.....	.....
China.	Bt. bark	Oswingo.....	672	505,713	92,717	13,500	.....	.....
"	" "	George.....	942	711,806	42,904	3,105	.....	.....
"	Am. b'k	F. P. Litchfield.	1,041	665,608	45,272	.....	153	.....
Total...	.....	.....	2,655	1,883,127	180,893	16,605	153	.....
S. Africa.	Bt. bark	Connaught.....	698	440,719	16,000	11,250	.....	50
"	" "	Corfu.....	837	234,146	9,437	10,360	.....	50
"	" "	Gettysburg.....	1,005	732,919	.....	11,250	.....	50
Total...	.....	.....	2,090	1,407,784	25,437	32,860	.....	150
San Fran'co	Am. sch	Clara Light.....	179	166,791	3,714	.....	.....	.....
"	" "	F. I. Miller..	170	245,751	.....	.....	.....	.....
Total...	.....	.....	349	412,548	3,714	.....	.....	.....

Total Foreign Shipments; 23 Vessels, 18,484 tons.

Rough lumber, superficial feet.....12,228,998
Dressed lumber, superficial feet.....1,706,420
Pickets, superficial feet.....193,660

Total.....14,128,508

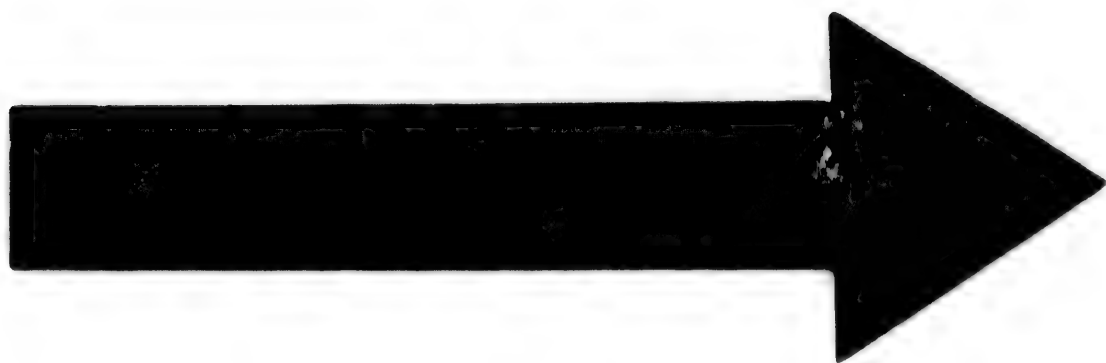
Laths, M.....449
Spars, pieces.....150

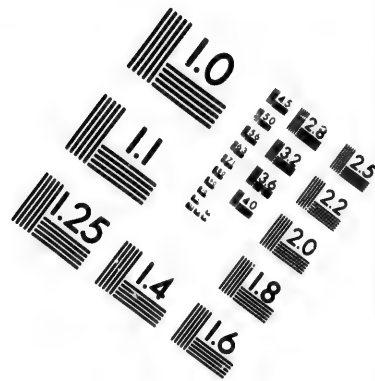
ALSO FOR THE SIX MONTHS FROM THE 1ST JANUARY TO 30TH

JUNE, 1884.

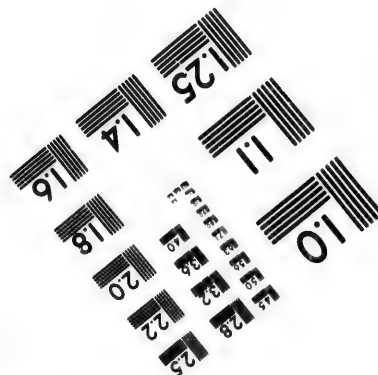
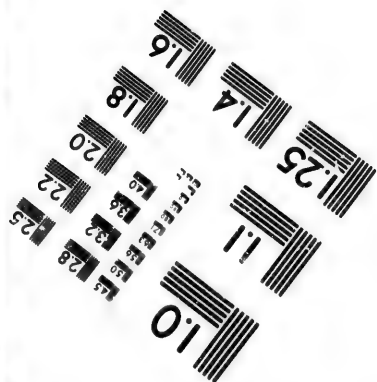
APPENDIX NO XII.

Jany. 1884.	Rough Lumber, -	2,405,465 feet	} \$38,289 27
	T. & G. Lumber, -	426,604 feet	
	Pickets, in feet, -	3,960 feet	
	Laths, in feet, -	57,000 feet	
Feb'y 1884.	Rough Lumber, -	2,584,310 feet	} \$40,188 96
	T. & G. Lumber, -	215,267 feet	
	Pickets, in feet, -	88,119 feet	
	Laths in bundles, -	8,428 bdls	
Mar. 1884.	Rough Lumber, -	5,845,919 feet	} \$100,946 29
	T. & G. Lumber, -	558,875 feet	
	Pickets, in feet, -	103,121 feet	
	Laths, in feet, -	16,667 feet	
	Laths in bundles, -	15,054 bdls	
April 1884.	Rough Lumber, -	2,799,161 feet	} \$43,198 00
	T. & G. Lumber, -	284,427 feet	
	Pickets, in feet, -	32,174 feet	
	Laths in feet, -	20,000 feet	
	Laths in bundles, -	1,274 bdls	
May, 1884.	Rough Lumber, -	1,730,533 feet	} \$23,765 42
	T. & G. Lumber, -	101,137 feet	
	Pickets in feet, -	28,000 feet	
	Pickets in bundles, -	964 bdls	
	Laths in bundles, -	1,250 bdls	
June, 1884.	Rough Lumber, -	1,525,779 feet	} \$16,118 68
	T. & G. Lumber, -	63,083 feet	
	Pickets in feet, -	157,179 feet	
	Laths in bundles, -	10,149 bdls	



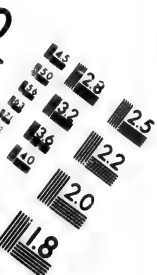


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Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**



RECAPITULATION.

Rough Lumber,	-	-	-	-	-	-	16,891,167
Tongued and Grooved,	-	-	-	-	-	-	1,649,393
Pickets in feet,	-	-	-	-	-	-	412,553
*Pickets in bundles,	-	-	-	-	-	-	964
Laths in feet,	-	-	-	-	-	-	93,667
*Laths in bundles,	-	-	-	-	-	-	36,155
Total,	-	-	-	-	-	-	19,046,780

VALUES AS ABOVE.

January,	-	-	\$ 38,289 27	April,	-	-	\$ 43,198 00
February,	-	-	40,188 96	May,	-	-	23,765 42
March,	-	-	100,946 29	June,	-	-	16,118 61
Total,	-	-	-	-	-	-	\$262,506 55

*Not included in total of feet.

Total value of Lumber Exports from Burrard Inlet:

1st July, 1882 to 30th June, 1883,	\$407,604
1st July, 1883 to 30th June, 1884,	454,942
Showing an increase as compared with last year,	\$47,338

The Board is indebted to J. S. Clute, Esq., Collector of Customs at New Westminster, for his courtesy in furnishing these figures.

THE FISHERIES.

APPENDIX NO. XIII.

(Extracts from Report of Inspector of Fisheries to Dec. 31st, 1883.)

Owing to the deficient run of salmon in the Fraser River, the catch there, was considerably short of that of the previous season; but fortunately, the deficiency was partially compen-

sated by the increased pack at the canneries seated on the northern rivers and inlets.

Nevertheless, the deficit is conspicuous; and were it not, that in other branches of the fishing industry, there has been a notable augmentation, proceeding from the constantly increasing demand, the result of last year's operations would have been greatly reduced as compared with the previous season.

As it is, the issue of our last year's work, and including the estimated consumption by the resident Indian population, (which, they being indirectly large contributors to the Customs Revenue of the Dominion, I think may be fairly comprised), a grand total of nearly \$7,000,000 is reached. But, excluding the estimated consumption by the inactive population, and confining ourselves to the consideration, merely, of the commercial products, and the consumption by the white and other residents, the comparative view stands as under:

Total, 1883.....	\$1,603,145 42
do 1882.....	1,842,675 05
Decrease, 1883.....	\$239,529 63

In obtaining this result, an amount of capital, estimated as nearly as the data procurable will permit, at \$768,245, has been invested; and this may be regarded as a permanent investment, prospectively largely to be increased. At the same time lucrative employment to upwards of 5,000 persons, fishermen and others, has been afforded.

The falling off, to which I have alluded in the returns of the canned salmon, may be thus represented:

1882, cases 4 doz. 1 lb. cans	255,061
1883, do do do	196,292
Decrease, cases	58,769

I have, however, in some of my previous reports to your Department, explained the *rationale* of this periodical fluctuation of the yield of salmon in these waters, and especially in Fraser River. It is needless, therefore, to repeat here my

previous remarks ; nor would it be prudent to assume that the present cyclical period of scarcity on the Fraser is assignable to over-fishing, or other than purely natural and explicable causes.

The deficiency in cash value, however, of the returns of the past year, is not due alone to the short pack of salmon. Owing to boisterous weather on the West Coast during the sealing season, the operations of the schooners engaged, with their Indian hunters, in the capture of the valuable fur-seal, were much impeded. Hence the result of 9,195 skins only was attained, as against 17,700 the preceding year—a casual deficiency in this item alone of 8,505 skins, representing a cash value of \$85,050.

In the seal fishery during the past year the following vessels were engaged :

	Tons.	Sailors.	Hunt's
1. Schooner, "W. P. Sayward"	75	4	32
2. do "Favorite"	80	5	32
3. do "Mary Ellen"	65	5	36
4. do "Kate"	55	4	28
5. do "Onward"	35	4	32
6. do "Black Diamond"	80	4	32
7. do "Winifred"	15	2	12
8. do "Thornton"	35	4	28
9. do "Alfred Adams"	75	4	32
10. do "Anna Beck" steam auxiliary ..	50	4	32
	<hr/> 565	<hr/> 40	<hr/> 296

Employing 148 cedar canoes for hunters' use,

The proportions secured by the several canneries on the Fraser, and by the canneries seated in the northern rivers and inlets, are respectively as under :

Fraser River—12 canneries	105,701 cases.
Northern canneries—11 canneries	90,591 "

Total cases, 4 doz., 1 lb. cans each ... 196,292

representing an aggregate of 9,422,016 pounds. Of this product the following shipments are recorded :

Per "Vanguard," for London	26,360 cases
" "J. C. Munro," "	25,315 "
" "Jane Sprott," for Liverpool	31,050 "
" "Miako," for London	21,383 "
" "Lady Head," "	15,898 "
<i>Via</i> San Francisco to England	11,981 "
	<hr/> 131,987 cases
Australia	10,950 "
Canada East	10,250 "
Destination unknown beyond San Francisco	24,041 "
On hand, and including local consumption, or not otherwise accounted for	19,064 "
	<hr/> 196,292 cases

It seems probable that, unless the demand in England shall assume greater activity, a large proportion of the salmon packed on the Columbia River will be transmitted, by rail, eastward towards the Western States of the Union, where the value of this convenient and really excellent article of diet is becoming constantly more appreciated. So, too, with the Territories of the Dominion lying east of the Rocky Mountains, a large demand will arise, as well for canned salmon as for other varieties of fish, which, so soon as the Canadian Pacific Railway shall have been completed, will afford a wide outlet for the disposal of our annual products.

The fluctuation of demand in England for our canned salmon, is due to divers causes, to some of which I have alluded in previous reports. It is conspicuously the poor man's luxury; and with the capacity to purchase by the comparatively poor, in England and on the continent of Europe, the rise or fall of the market must materially depend. The large production on the Pacific Coast, most of which goes to meet the European demand, is sufficiently indicative of the importance, from a commercial point of view, of this constantly growing industry; and the following synopsis of the general yield of these western fisheries, in British Columbia and the adjacent Territories of the United States, for the past year, will enable the reader to judge, nearly, of the vast importance which the industry must eventually assume, as new fields of operation are gradually developed:

The yield of the Columbia River canneries for 1882 has been estimated, doubtless with approximate accuracy, at 548,520 cases; that of California and the Alaskan coast, according to the San Francisco *Commercial Herald*, at 210,978; forming a total, including the British Columbian contribution of 255,061 cases, of 1,014,599 cases—a result, after more accurate enquiry, slightly differing from the computation in my Report of last year of the general yield for the year 1882.

On the other hand, the yield for 1883, on the Columbia River, amounted to 629,438 cases, as against the 548,520 of the preceding year, and 540,000 in 1881—a result sufficiently subversive of the assertions previously made, that the salmon fishery of that important river was being gradually destroyed by over-fishing.

Of the Columbia River pack for 1883, the following disposition is recorded:

Shipped to San Francisco.....	258,297	cases.
do England.....	288,630	“
do New York.....	56,978	“
By rail to Eastern States.....	25,533	“
	<hr/>	
	629,438	“

To this, if we add the return of the Californian and Alaskan Fisheries, estimated on the basis of last year (for I have been unable so far to procure a correct record), at 210,978 cases, we have a total yield for the Pacific Coast, including that of British Columbia before noted, of 1,036,708 cases, packed and exported in various directions during the season of 1883—an excess over the preceding year, as nearly as can be ascertained, of 22,149 cases.

With the fast-approaching completion of the Canadian Pacific Railway, whereby direct and speedy transport eastward will be secured, the food-fish trade of this Province must receive a notable impulse—at any season, by means of refrigerators, and during winter by even a simpler process. A large demand will necessarily arise throughout the line of the railway, where settlement has been established, and in

Manitoba; and eastward again of the last named locality, in Ontario and elsewhere, it is probable that, during the winter season, some of our sea-fishes may prove abundantly attractive, and find a ready and lucrative market. Among these I may instance our salmon, caught by trolling in the salt water throughout the winter season. The quality of these fish is much appreciated here, and it is probable in these waters alone, and the connected waters of Puget Sound, that these fish in their prime condition, can at this season be obtained.

COAL-FISH.

During the past summer we have been greatly enlightened as to the nature of the fishery and the qualities of this fish, through the intelligent researches and practical action of Mr. James G. Swan, the Assistant United States Fish Commissioner, stationed at Port Townsend, in Washington Territory, (about 38 miles from Victoria, on the opposite shore of the Strait of Fuca.) This gentleman was, early in the past summer, commissioned by the Smithsonian Institution of Washington, to prosecute along our northern coast, and especially around Queen Charlotte Islands, researches connected with various scientific objects, and it is needless to say, received from the authorities here, every facility in furtherance of his views. I may here add, parenthetically, that the mission of Mr. Swan was very faithfully and intelligently carried out, and that, by the invitation and under the auspices of the Provincial Government, he recently delivered a public lecture in Victoria, giving a general view of his experiences.

One practicable and valuable result of Mr. Swan's mission has been, that he has tested and brought prominently into notice, the superior qualities, for food and market, of the coal-fish, before mentioned. While at Skidegate, at the southern end of Graham Island, the most northerly of the Queen Charlotte group, Mr. Swan employed Indians to procure specimens of the fish in question. Several hundreds, caught with the hook in the deep waters on the outer shore, were soon brought in. Of these a number were cured by salting in the way that cod are usually cured. Some of these were distributed in Victoria, where, by those who par-

took of them, they were very highly appreciated. Four boxes of the remainder were despatched to Washington by rail, and their appreciation there has been favorable in a high degree—and under the name of *black cod*, which has been substituted for its former name, this product of our waters is now attracting much attention abroad.

The coal-fish, or "Black Cod," is not confined solely to the waters around the islands of Queen Charlotte, but is now known, or assumed, to abound at various points along the outer shore of Vancouver Island and as far south as Cape Flattery, as well as in the deep waters of the Strait of Fuca.

I think it unquestionable, that the capture and curing of these fish for exportation will soon form a very important industry.

THE HERRING OIL MANUFACTURE

Has been moderately successful. The factory at Burrard Inlet, erected at great expense, has changed hands, and is now owned by Mr. Joseph Spratt, an energetic and enterprising citizen of Victoria. Under his active management, improved appliances for the drying of the fish scrap, for exportation as a fertilizer, are in process of construction; and I do not question that with the approaching season satisfactory results will be obtained. During the past season fifteen tons only, have been dried, owing to the disarrangement, for improvement, of the drying apparatus. This small temporary result will be entirely absorbed by the local demand.

Mr. Spratt, above alluded to, has also during the past year entered upon, and I trust with every prospect of success, an undertaking of a novel character—at least in this Province, though I am informed a similar undertaking has been adopted elsewhere. This is the construction of a vessel, built somewhat like an enormous barge, and with the floating capacity of perhaps 400 tons. In this vessel all the appliances for cannery purposes are comprised, while the upper structure

embodies all the necessary accommodation for the employees engaged in the prosecution of the salmon fishery. This vessel is propelled from point to point when necessary, by means of twin propellers, worked by the same steam power which at other times is employed for the purposes of the cannery. The cost of this vessel, with its adjuncts, was about \$60,000—and on the application by Mr. Spratt for the usual license for salmon fishing, I judged it only prudent, to give him a roving commission to fish where he might see fit in the marine waters of the Province, and including, as the season might demand, the lower tidal waters of Fraser River. The success of Mr. Spratt's new vessel (now known familiarly as "Spratt's Ark"), in its varied operations has, I believe, been so far encouraging, and gives good earnest for the future. Among other appliances on board is a system of steam boilers by means of which the oil contained in the offal of the salmon is extracted—a source of profit overlooked by the stationary canneries. The offal, a source of partial offence elsewhere, is thus satisfactorily disposed of.

THE BUSINESS OF OYSTER CULTURE,

Still in embryo, promises favourably. Mr. A. J. McLellan, formerly of Prince Edward Island, to whom a lease of certain tidal waters in the neighborhood of Victoria was last year granted, has gone energetically into the business. He has imported and planted out several car-loads of oysters from Boston, and there is every ground to hope that his enterprise, so far successful, will be permanently profitable. The Mud Bay Oyster Company, who had previously obtained a lease, have also, as they inform me, taken measures for planting their tract with imported stock; and I anticipate that, with the success of these operations, a lively impetus will be given to the prosecution of the oyster industry in divers favourable positions around.

YIELD AND VALUE OF DIFFERENT FISHERIES IN THE PROVINCE OF
BRITISH COLUMBIA, IN THE YEAR 1883.

KINDS.	QUANTITIES.	VALUE.
Salmon, salted..... brls.	4,717	\$ 42,453 00
do fresh..... No.	110,174	83,052 20
do canned, cases 4 doz. 1 lb. cans.....	196,292	1,079,606 00
do smoked..... lbs.	399,393	55,915 02
Sturgeon, fresh..... lbs.	68,960	4,137 60
Halibut, do in ice, to San Francisco.....		1,500 00
Whiting do..... lbs.	25,000	1,530 00
Haddock do.....		27,900 00
Herring, salted..... brl.	36	288 00
do do..... kitts.	150	637 50
do smoked.....		5,000 00
Fish, fresh assorted..... lbs.	25,500	1,530 00
Fish, salted do..... brls.	150	900 00
Trout, fresh..... lbs.	64,300	4,501 00
Oolachans, fresh..... lbs.	30,000	1,800 00
do salted..... brls.	150	1,200 00
do do..... half-barrels.	50	212 50
do do..... kitts.	35	105 00
do smoked..... boxes	4,050	4,050 00
Fur Seal Skins..... No.	9,195	91,950 00
Hair, do..... No.	2,900	1,450 00
Sea Otter Skins..... No.	96	4,800 00
Oil—Oolachan..... gals.	1,190	1,100 00
Dog-fish, refined..... do.	40,000	22,000 00
do Porpoise, &c..... do.	217,419	86,967 60
Herring and Salmon..... do.	24,200	9,680 00
Fish-scrap, dried..... Tons	20	300 00
Clams, canned cases 4 doz. 1 lb. cans.....	180	1,080 00
Fish sold in markets.....		105,000 00
Cured for prv't consumption, (approximate).....		6,000 00
Salmon and other fish; estimated consumption by Chinese and other laborers in the Canadian Pacific Railway employ, not specially recorded.....		48, 000 00
Total.....		\$1,644,645, 42
Estimated consumption by the Indian population, as per previous computation:		
Salmon.....	\$4,375,000	
Halibut.....	180,000	
Sturgeon and other fish....	250,000	
Fish Oils.....	80,000	
		\$4,885,000 00
Grand Total of Approximate Yl'd, '83.....		\$6,529,645 42

Comparative statement of Yield for the years 1882 and 1883, exclusive of Indian consumption:

Total, 1883.....	\$1,644,645 42
Total, 1882.....	1,842,675 05
Decrease, 1883.....	\$ 198,029 63

Number and Value of Vessels and Nets engaged in the different Fisheries of the Province of British Columbia, during the year 1883:

12	Steamers and steam auxiliaries, from 3 to 96 tons.....	814 tns		\$ 67,050 00
11	Schooners from 5 to 80 tons. }			
874	Fishing Boats.....			42,425 00
198	Cedar Canoes.....			
66	Flat Boats.....			6,780 00
1,035	Salmon Nets=300,000 yards.....			122,535 00
39	Herring Seines.....			4,980 00
5	do Nets=700 yards.....			2,500 00
78	Fish Seines=6,800 yards.....			6,900 00
3	Oolachan Nets.....			75 00
				\$253,245 00
23	Salmon Canneries, estimated value....	\$409,000		
1	Oil Factory, Skidegate, Qn. Char. Isl..	10,000		
1	Oil and Scrap Factory, Burrard Inlet.	25,000		
1	Floating Cannery and Oil Factory....	60,000		
	Various Salting Stations.....	11,000		
				515,000 00
				\$768,245 00
	Sailors.....		70	
	Fishermen.....	2,638		2,984
	Native Hunters (with sailing fleet).....	296		
	Shoremen.....		2,136	
				5,140

EXTRACTS FROM CIRCULAR REGULATIONS UNDER THE "UNITED STATES SHIPPING ACT."

APPENDIX NO. XIV.

WASHINGTON, D. C., 27th June, 1884.

ALIEN OFFICERS OF VESSELS OF UNITED STATES.

"All the officers of vessels of the United States shall be citizens of the United States, except that in cases where, on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the first return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer."

DISCHARGE OF SEAMEN BY CONSULAR OFFICER.

"Upon the application of the master of any vessel to a Consular Officer to discharge a seaman, or upon the application of any seaman for his own discharge, if it appears to such officer that said seaman has completed his shipping agreement, or is entitled to his discharge under any Act of Congress or according to the general principles or usages of maritime law as recognized in the United States, such officer shall discharge said seaman, and require from the master of said vessel, before such discharge shall be made, payment of the wages which may then be due said seaman; but no payment of extra wages shall be required by any consular officer upon such discharge of any seaman except as provided in this Act."

EXTRA WAGES ON DISCHARGE IN FOREIGN PORT.

"Whenever on the discharge of a seaman in a foreign country, on his complaint that the voyage is continued contrary to agreement, the consular officer shall be satisfied that such voyage has been designedly and unnecessarily prolonged in violation of the articles of shipment, or whenever a seaman is discharged by a consular officer in consequence of any

hurt or injury received in the service of the vessel such consular officer shall require the payment by the master of one month's wages for such seaman over and above the wages due at the time of discharge."

SURVEY OF VESSELS IN FOREIGN PORT—REPORT OF INSPECTORS.

"The inspectors in their report shall also state whether, in their opinion, the vessel was sent to sea unsuitably provided in any important or essential particular, by neglect or design, or through mistake or accident; and in case it was by neglect or design, and the consular officer approves of such finding he shall discharge such of the crew as request it and shall require the payment by the master of one month's wages for each seaman over and above the wages then due. But if, in the opinion of the inspector, the defects or deficiencies found to exist have been the result of mistake or accident, and could not, in the exercise of ordinary care, have been known and provided against before the sailing of the vessel and the master shall, in a reasonable time, remove or remedy the causes of complaint, then the crew shall remain and discharge their duty."

DISCHARGE OF CREW IN FOREIGN PORT—EXTRA WAGES.

"Whenever a vessel of the United States is sold in a foreign country, and her company discharged, it shall be the duty of the master to produce to the consular officer the certified list of his ship's company and also the shipping articles, and to pay to said consular officer for every seaman so discharged one month's wages over and above the wages which may then be due to such seaman; but in case the master of the vessel so sold shall, with the assent of said seaman, provide him with adequate employment on board some other vessel bound to the port at which he was originally shipped, or to such other port as may be agreed upon by him, then no payment of extra wages shall be required.

DESERTERS—ACTION OF CONSULAR OFFICERS.

"In all cases where deserters are apprehended the consular officer shall inquire into the facts; and if he is satisfied that the desertion was caused by unusual or cruel treatment, he

shall discharge the seaman, and require the master of the vessel from which such seaman is discharged to pay one month's wages over and above the wages then due; and the officer discharging such seaman shall enter upon the crew list and shipping articles the cause of discharge, and the particulars in which the cruelty or unusual treatment consisted, and the facts as to his discharge or re-engagement, as the case may be, and subscribe his name thereto officially."

EXTRA WAGES—BOARD AND EXPENSES.

"If any seaman, after his discharge, shall have incurred any expense for board or other necessities at the place of his discharge, before shipping again, or for transportation to the United States, such expense shall be paid out of the arrears of wages and extra wages received by the consular officer which shall be retained for that purpose and the balance only paid over to such seaman."

TRANSPORTATION OF DESTITUTE AMERICAN SEAMEN FROM FOREIGN PORTS.

"All masters of vessels of the United States, and bound to some port of the same, are required to take such destitute seamen on board their vessels, at the request of consular officers, and to transport them to the port in the United States to which such vessel may be bound, on such terms, not exceeding ten dollars for each person for voyages of not more than thirty days, and not exceeding twenty dollars for each person for longer voyages, as may be agreed between the master and the consular officer; and said consular officer shall issue certificates for such transportation, which certificates shall be assignable for collection. If any such destitute seaman is so disabled or ill so as to be unable to perform duty, the consular officer shall so certify in the certificate of transportation, and such additional compensation shall be paid as the First Comptroller of the Treasury shall deem proper. Every such master who refuses to receive and transport such seamen on the request or order of consular officer shall be liable to the United States in a penalty of one hundred dollars for each seaman so refused. The certificate of any such consular officer, given under his hand and official seal, shall be presumptive evidence of such refusal in any Court of law having

jurisdiction for the recovery of the penalty. No master of any vessel shall, however, be obliged to take a greater number than one man to every one hundred tons burden of the vessel on any one voyage."

VESSELS OF UNITED STATES MUST HAVE SLOP-CHEST, ETC.

"That every vessel mentioned in Section forty-five hundred and sixty-nine of the Revised Statutes shall also be provided with a slop-chest, which shall contain a complement of clothing for the intended voyage for each seaman employed, including boots or shoes, hats or caps, underclothing and outerclothing, oil clothing, and everything necessary for the wear of a seaman; also a full supply of tobacco and blankets. Any of the slop-chest shall be sold, from time to time, to any or every seaman applying therefor, for his own use, at a profit not exceeding ten per centum of the reasonable wholesale value of the same at the port at which the voyage commenced. And if any such vessel is not provided, before sailing, as herein required, the owner shall be liable to a penalty of not more than five hundred dollars. The provisions of this Section shall not apply to vessels plying between the United States and the Dominion of Canada, Newfoundland, the Bahama Islands, the West Indies, Mexico and Central America."

ABOLITION OF CONSULAR FEES FOR SERVICES TO VESSELS AND SEAMEN.

"That on and after July first, eighteen hundred and eighty-four, no fees named in the tariff of consular fees prescribed by order of the President shall be charged or collected by consular officers for the official services to American vessels and seamen. Consular officers shall furnish the master of every such vessel with an itemized statement of such services performed on account of said vessel, with the fee so prescribed for each service, and make a detailed report to the Secretary of the Treasury."

TONNAGE TAX.

"That in lieu of the tax on tonnage of thirty cents per ton per annum heretofore imposed by law, a duty of three cents per ton, not to exceed in the aggregate fifteen cents per ton

in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the Sandwich Islands, or Newfoundland; and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry upon all vessels which shall be entered in the United States from any other foreign ports: *Provided*, that the President of the United States shall suspend the collection of so much of the duty herein imposed, on vessels entered from any port in the Dominion of Canada, Newfoundland, the Bahama Islands, the Bermuda Islands, the West India Islands, Mexico and Central America down to and including Aspinwall and Panama, as may be in excess of the tonnage and lighthouse dues, or other equivalent tax or taxes, imposed on American vessels by the government of the foreign country in which such port is situated and shall, upon the passage of this Act, and from time to time thereafter as often as it may become necessary by reason of changes in the laws of the foreign countries above mentioned, indicate by proclamation the ports to which such suspension shall apply, and the rate or rates of tonnage duty if any to be collected under such suspension."

ABOLITION OF MARINE HOSPITAL DUES.

"That sections forty-five hundred and eighty-five, forty-five hundred and eighty-six, and forty-five hundred and eighty-seven of the Revised Statutes, and all other Acts and parts of Acts providing for the assessment and collection of a hospital tax for seamen, are hereby repealed, and the expense of maintaining the Marine Hospital Service shall hereafter be borne by the United States out of the receipts for duties on tonnage, provided for by this Act; and so much thereof as may be necessary, is hereby appropriated for that purpose."

WITHDRAWAL, FREE OF DUTY OF SUPPLIES FOR VESSELS OF THE UNITED STATES.

"All articles of foreign production needed, and actually withdrawn from bonded warehouses, for supplies not including equipment of vessels of the United States engaged in the

United States, engaged in the foreign trade, including the trade between the Atlantic and Pacific ports of the United States, may be withdrawn free of duty, under such regulations as the Secretary of the Treasury may prescribe."

DRAWBACK ON MATERIALS USED IN BUILDING VESSELS.

"When a vessel is built in the United States, on foreign account, wholly or part of foreign materials on which import duties have been paid, there shall be allowed on such vessel, when exported, a drawback equal in amount to the duty paid on such materials, to be ascertained under such regulations as may be prescribed by the Secretary of the Treasury. Ten per centum of the amount of such drawback so allowed shall, however, be retained for the use of the United States by the collector paying the same."

LIABILITY OF SHIP OWNERS.

"That the individual liability of a ship owner, shall be limited to the proportion of any or all debts and liabilities that his individual share of the vessel bears to the whole; and the aggregate liabilities of all the owners of a vessel on account of the same shall not exceed the value of such vessels and freight pending: PROVIDED, That this provision shall not affect the liability of any owner incurred previous to the passage of this act, nor prevent any claimant from joining all the owners in one action; nor shall the same apply to wages due to persons employed by said ship owners."

SHIPMENT OF SEAMEN FOR STATED PERIODS.

"That a master of a vessel in the foreign trade may engage a seaman at any port in the United States, in the manner provided by law, to serve on a voyage to any port, or for the round trip from and to the port of departure, or for a definite time, whatever the destination. The master of a vessel making regular and stated trips between the United States and a foreign country may engage a seaman for one or more round trips, or for a definite time, or on the return of said vessel to the United States may reship such seamen for another voyage in the same vessel, in the manner provided by law, without the payment of additional fees to any officer for such reshipment or re-engagement."

SHIPMENT OF SEAMEN FOR STATED PERIODS AT FOREIGN PORTS.

"That every master of a vessel in the foreign trade may engage any seaman at any port out of the United States, in the manner provided by law, to serve for one or more round trips from and to the port of departure, or for a definite time, whatever the destination; and the master of a vessel clearing from a port of the United States with one or more seamen engaged in a foreign port as herein provided shall not be required to reship in a port of the United States the seamen so engaged, or to give bond, as required by section forty-five hundred and seventy-six of the Revised Statutes, to produce said seamen before a boarding officer on the return of said vessel to the United States."

ABOLITION OF CAPITATION TAX ON IMMIGRANTS FROM CONTIGUOUS
FOREIGN TERRITORY.

"That until the provisions of section one, chapter three hundred and seventy-six, of the laws of eighteen hundred and eighty-two, shall be made applicable to passengers coming into the United States by land carriage, said provisions shall not apply to passengers coming by vessels employed exclusively in the trade between the ports of the United States and the ports of the Dominion of Canada or the ports of Mexico."

DELIVERY OF MERCHANDISE.

"When merchandise shall be imported into any port of the United States from any foreign country in vessels, and it shall appear by the bills of lading that the merchandise so imported is to be delivered immediately after the entry of the vessel, the collector of such port may take possession of such merchandise and deposit the same in bonded warehouse; and when it does not appear by the bills of lading that the merchandise so imported is to be immediately delivered, the collector of customs may take possession of the same and deposit it in bonded warehouse, at the request of the owner, master or consignee of the vessel, on three days' notice to such collector after the entry of the vessel."

FEE FOR INSPECTION OF STEAM VESSELS.

"Before issuing any inspection certificate to any steamer the collector or any other chief officer of customs for the port or district shall demand and receive from the owner thereof, as a compensation for the inspection and examinations made for the year, the following sums, in addition to the fees for issuing enrollments and licenses now allowed by law, according to the tonnage of the vessels: For each steam vessel of one hundred tons or under, ten dollars; and for each and every ton in excess of one hundred tons, five cents, in lieu of the fees now provided by-law."

UNLOADING AT PLACES NOT PORTS OF ENTRY.

"That vessels arriving at a port of entry in the United States, laden with coal, salt, railroad iron, and other like articles in bulk, may proceed to places within the collection district to be specially designated by the Secretary of the Treasury, by general regulations or otherwise, under the superintendence of customs officers, at the expense of the parties interested, for the purpose of unlading cargoes of the character before mentioned."

A TELEGRAPH LINE

Has been constructed to Port Angeles, Pyscht, Neah Bay, Tatt osch Island and Cape Flattery, and offices opened at those points connecting with Victoria. Vessels passing can be reported by setting their signals. Vessels in want of tug-boats will hoist the telegraph flag, or, in the absence of that, put an overhand knot in the end of their ensigns. When so reported, a tug will be sent with all possible dispatch.

BILLS OF HEALTH FOR PERUVIAN PORTS.

TREASURY DEPARTMENT, WASHINGTON, D. C., }
September, 29, 1883. }

To Collectors, and other Officers of Customs:

You are informed that, by a recent regulation of the Peruvian Authorities, all vessels arriving in a Peruvian port are

requested to be provided with a Bill of Health, certified to by the Peruvian Consul at the port of departure; in default of which they will be subjected to quarantine and a fine. Ship masters interested should be duly notified.

CHARLIE J. FOLGER, *Secretary.*

MISCELLANEOUS.

APPENDIX NO. XV.

DISTANCES OF PRINCIPAL POINTS ON THE PACIFIC COAST.

NORTH OF SAN FRANCISCO.

From S. F. Naut. Miles.		From S. F. Naut. Miles.	
San Francisco.....	0	Tillamook Head.....	523
Point Bonita.....	7	Columbia River Bar.....	540
Bolinas Point.....	17	Astoria.....	555
Point Reyes.....	33	Kathlamita.....	583
Point Tomales.....	49	Oak Point.....	595
Bodega Head.....	52	Ranier.....	611
Point Arena.....	100	Kalama.....	620
Cuffey's Cove.....	112	St. Helena.....	631
Mendocino City.....	122	Willamette River..	649
Shelter Cove.....	167	Portland.....	661
Point Gordo.....	184	Cape Disappointment.....	545
Cape Mendocino.....	195	Shoal Water Bay.....	569
Cape Fortunas.....	200	Gray's Harbor.....	588
Table Bluff.....	212	Destruction Island.....	634
Humboldt Bay.....	216	Flattery Rocks.....	667
Trinidad.....	233	Cape Flattery.....	680
Crescent City.....	274	Port Townsend.....	788
Cape St. George.....	276	Seattle.....	827
Rogue River.....	313	Tacoma.....	850
Port Orford.....	336	Steilacoom.....	864
Cape Blanco.....	341	Olympia.....	885
Coquille River.....	360	Victoria, B. C.....	750
Cape Gregory.....	372	New Westminster, B. C.....	825
Umpqua River.....	394	Nanaimo, B. C.....	833
Cape Perpetua.....	433	Seymour Rapids.....	907
Yaquina Bay.....	454	Cape Fox, Alaska.....	1306
Cape Foulweather.....	464	Fort Wrangle, Alaska.....	1434
Cape Lookout.....	486	Sitka, Alaska.....	1596
Tillamook Bay.....	499	Juneau, Alaska.....	1726
False Tillamook.....	511		

SOUTH OF SAN FRANCISCO.

From S. F. Naut. Miles.		From S. F. Naut. Miles.	
San Francisco.....	0	San Luis Obispo.....	212
Point Lobos.....	7½	Paso Robles Hot Springs....	240
Point Pedro.....	19	Point Sal.....	217
Pillar Point.....	26	Point Arguello.....	236
Pigeon Point.....	46	Point Conception.....	248
Point New Year.....	51	Gaviota.....	260
Santa Cruz.....	70	Santa Barbara.....	288
Monterey.....	85	Carpenteria.....	296
Point Cypress.....	88	Ventura.....	311
Point Sur.....	104	Hueneme.....	321
Cape San Martin.....	136	Point Duma.....	344
Piedras Blancas.....	154	Santa Monica.....	361
San Simeon.....	160	Point Vincent.....	377
Leffingwells... ..	166	San Pedro.....	387
Cayucos.....	180	Los Angeles.....	408
Moro.....	185	Anaheim.....	396
Point Bouchon.....	196	Point Loma.....	475
Port Harford.....	201	San Diego.....	482

TABLE OF DISTANCES.

From Victoria to Puget Sound Ports as follows:—

Victoria wharves to	Brotchy Ledge Buoy.....	2	miles
" "	Point Wilson.....	33.	"
" "	Port Townsend.....	35.	"
" "	Port Ludlow.....	48.5	"
" "	Port Gamble.....	55.5	"
" "	Foul Weather Bluff.....	61.5	"
" "	Point-No-Point.....	66.	"
" "	Port Madison.....	80.	"
" "	Seattle.....	90.5	"
" "	Alki Point.....	94.2	"
" "	Tacoma.....	117.	"
" "	Balche's Passage.....	124.5	"
" "	Devil's Head.....	127.4	"
" "	Moody's Point.....	130.1	"
" "	Brown's Point.....	134.8	"
" "	Olympia.....	140.8	"
Point Defiance to	Steilacoom.....	9.	"
Seattle to New Tacoma.....		24.	"

From Victoria to British Columbia Ports, following the line of Telegraph, as follows:—

	Mls.		Mls.		Mls.
Somenos, V. I.....	38	Chilliwhack.....	193	Spence's Bridge.....	323
Nanaimo, V. I.....	73	Hope.....	230	Cache Creek.....	353
Granville, B. I.....	123	Yale.....	243	Clinton.....	379
New Westminster.....	135	Boston Bar.....	268	Bridge Creek.....	432
Matsqui (bound'y).....	167	Lytton.....	300	Soda Creek.....	510
Quesnelle.....	565	Stanley.....	613	Barkerville.....	626

TELEGRAPH RATES, SEPT., 1884.

		<i>per ten words.</i>	<i>add'l word.</i>	
Victoria to Seattle and Tacoma.....	\$0.90	and	6	
" Portland (Oregon).....	1.00	"	6	} Day rates.
" San Francisco (Cal.).....	1.50	"	10	
" Canada and Eastern Points.....	1.50	"	10	
" Seattle and Tacoma.....	.60	"	5	} Night rates.
" Portland (Oregon).....	.75	"	5	
" San Francisco (Cal.).....	1.00	"	7	
" Canada and Eastern points.....	1.25	"	9	
" New Westminster.....	.25	"	2	} Day or Night.
" Nanaimo.....	.25	"	2	
" Granville.....	.25	"	2	
" Port Moody.....	.25	"	2	
" Cowichan.....	.25	"	2	
" Chemainus.....	.25	"	2	
" Somenos.....	.25	"	2	
" Ladner's Landing.....	.50	"	3	
" Yale.....	.50	"	3	
" Lytton.....	.50	"	3	
" Hope.....	.50	"	3	} Day rates.
" Chilliwack.....	.50	"	3	
" Clinton.....	.75	"	4	
" Cache Creek.....	.75	"	4	
" Savonas.....	.75	"	4	
" Kamloops.....	.75	"	4	
" Spence's Bridge.....	.75	"	4	} Night rates.
" Bridge Creek.....	.75	"	4	
" Clinton.....	.40	"	2	
" Cache Creek.....	.40	"	2	
" Savonas.....	.40	"	2	
" Kamloops.....	.40	"	2	
" Spence's Bridge.....	.40	"	2	} Day rates.
" Bridge Creek.....	.40	"	2	
" Soda Creek.....	1.00	"	5	
" Quesnelle.....	1.00	"	5	
" Barkerville.....	1.00	"	5	
" Soda Creek.....	.75	"	2½	} Night rates.
" Quesnelle.....	.75	"	2½	
" Barkerville.....	.75	"	2½	

N. B. The above rates are for messages of ten words or under, exclusive of address and signature, and twenty-five cents is the minimum tariff upon any message.

N. B. CABLE RATES to Great Britain, France, and several parts of Germany, 75 cts. *per word*, other parts of Germany and Europe, 85 cts. *per word—every word counts—* not only in the embodiment of message, but *address and signature also*,—all words exceeding ten letters count double. OFFICE HOURS:—The office is open on week days day and night, but on Sundays the hours are 9 to 10:30 a.m., and 6 to 7 p.m.

SCALE OF CHARGES FOR ADVERTISING
IN THE
BRITISH COLUMBIA GAZETTE.

"For 100 words and under	\$ 5 00
"Over 100 words and under 150 words	6 50
"Over 150 words and under 200 words	8 00
"Over 200 words and under 250 words	9 00
"Over 250 words and under 300 words	10 00
"And for every additional 50 words	75
"Municipal by-laws, requiring only one insertion, to be at one-half the above rates."	

*Estimate of Revenue and Receipts of the Province of British
Columbia for the Financial Year ending 30th June, 1885.*

HEADS OF RECEIPT.	AMOUNT.
Dominion of Canada, annual payment of Interest @ 5 per cent.	\$ 24,995 66
Dominion of Canada, annual payment of Subsidy to Government and Legislature	35,000 00
Dominion of Canada, annual payment of Grant per capita	48,000 00
Dominion of Canada, annual payment for Lands conveyed in trust	100,000 00
Land Sales	80,000 00
Land Revenue	4,000 00
Rents, exclusive of Land	350 00
Rents, Ferries	100 00
Rents, Timber Leases	7,500 00
Free Miners' Certificates	10,000 00
Mining Receipts, general	10,000 00
Licences	25,000 00
Fines, Forfeitures, and Fees	4,000 00
Assay Fees	1,000 00
Sale of Government Property	500 00
Reimbursements in aid	1,500 00
Miscellaneous Receipts	1,000 00
Marriage Licences	1,000 00
Road Tolls	30,000 00
Arrears of Real Estate Tax, 1 per cent, 1865, 1866	100 00

Provincial Revenue Tax.....	65,000 00
Real Property Tax.....	16,000 00
Personal Property Tax.....	15,000 00
Income Tax.....	1,000 00
Wild Land Tax.....	10,000 00
Printing office Receipts.....	1,500 00
Law Stamps.....	3,500 00
Registry Fees.....	10,000 00
Immigration Refunds.....	150 00
Interest.....	200 00
Survey Fees.....	500 00
Asylum for the Insane.....	500 00
Interest on Investments of Sinking Fund.....	5,000 00
Forest Revenue.....	8,000 00
	<hr/>
	\$ 520,395 66
Estimated Surplus.....	100,000 00
	<hr/>
	\$ 620,395 66

*Summary of the Estimated Expenditure of the Financial Year
ending 30th June, 1885.*

SERVICE.	AMOUNT.
Public Debt.....	\$ 65,843 00
Civil Government (Salaries).....	55,040 00
Administration of Justice (Salaries).....	55,848 00
Legislation.....	13,900 00
Public Institutions (Maintenance).....	7,925 00
Hospitals.....	19,250 00
Administration of Justice (other than Salaries).....	35,700 00
Education.....	74,015 00
Transport.....	2,750 00
Rent.....	48 50
Revenue Services.....	5,000 00
Public Works.....	254,675 00
Miscellaneous.....	32,750 00
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	\$ 622,744 50



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Year

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